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THE BLACK DIAMOND.

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BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

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JULY 7, 1900.

No. 1.

MARKET REVIEW.

According to the Bureau of Coal Statistics published in these offices, the receipts of anthracite coal by lake at Chicago, from June 1st to June 20th, show a large decrease at compared with the same period in 1899, while receipts by rail have increased. There is however a decrease in the receipts by lake and rail for the year of upwards of 100,000 tons, June shipments also showed a slight decrease.

Bituminous coal receipts at Chicago for the same period, and comparison as above, have increased from Pennsylvania and Indiana, but material decreases are noted from West Virginia, Ohio and Illinois. Shipments from Chicago show a fair increase.

Coke receipts for the first twenty days of June show a decrease, but shipments hence have slightly increased.

Anthracite coal was in good demand last week as orders followed rapidly after the news of the 25 cent per ton advance had been promulgated. This was observable at distributing points almost generally throughout the West, not only as regards new orders, but business already placed was in very many instances increased from 25 to 50 per cent, showing the confidence the Western trade had in the market of the near future. Orders received late last week for anthracite in all-rail territory were declined because the coal could not possibly be shipped before July. During the last two weeks of June the orders placed have been satisfactory. Of course it is generally understood that there exists quite a little difference between territory supplied by all-rail coal direct from mines and that supplied from docks or stock coal. From a commercial or consumptive standpoint the quality is precisely the same, the only question being in the difference in freight. This statement is made to prevent futile correspondence. Up to the end of June the decrease in the total receipts of anthra-

cite by lake and rail at Chicago is much more than they were a year ago, and as there is little or no probability of lower freight rates the trade will make no mistake in placing orders for coal at once for late summer deliveries to their customers. In the North-western states the curtailment of the small grain crop may and probably will lessen the demand for anthracite in that territory, and yet, even there, the tonnage displaced will not be very large, with a strong probability of it being entirely offset by the larger orders in the West generally. The circular which became effective this week is \$5.25 broken coal, and \$5.50 for egg, stove and chestnut, f. o. b. cars Chicago, or at group or junction points.

Bituminous coal is, as usual, after the turn of the year, beginning to improve. Now that the larger railroad contracts are out of the way, there is time to consider the smaller business; though this latter, if at all prolonged, will probably receive scant attention, because the higher-priced commercial trade will command the first care. Under these conditions the soft coal market is assuredly in better shape now than it was last month, not only as regards Eastern grades, but Western also. There is little doubt that the strong attitude assumed by the Eastern carrying coal roads has had a material influence on some of the Western lines, and this in turn has affected the market, which is much less vacillating than it was. The gain during the past week has been quite noticeable and in nearly every line there has been an improvement in the volume of business transacted. Commercial coal is in better demand and while the miscellaneous industries have not yet responded to any great extent, it is expected they will very shortly. A large tonnage of threshing coal has been ordered and is now being consumed, and it is more than probable that the amount required for this particular branch will be fully as heavy as usual. It is evident that the suggestive counsel proffered to Western operators, in this paper, to restrict production so as to be more on a parity with demand, has not been without its effect, and less coal is thrown on the market at large distributing centers.

Coke is in poor demand generally in the West and the market is characterized as being weak and irregular with very little inquiry from any source.

Our New York representative reports a somewhat more free movement of anthracite and orders more plentiful. What effect the advance in the circular will have upon business remains to be seen, but it is expected it will add some stimulus to trade. Considerable inquiry is noted and much gratification will be felt among the trade generally to know that the companies have no old business for long deliveries on their books. All-rail territory is taking more anthracite than usual, but the far East is quiet and is watching the market closely. Offers of tonnage have been made by Boston buyers at current ocean freights, providing the buyers are guaranteed against further advances, this has been declined. Steam sizes are in fair demand and prices well maintained. Soft coal on the Atlantic seaboard shows some improvement as regards movement of the better grades. Consumers, however, appear to be able to get all the inferior coal they require at low prices, which is interfering with the regular contract business to some extent. Shipping ports are badly blocked with surplus coal. The operators in the George's Creek region are not to any extent urging the miners to return to work, because the best of the trade has already been placed elsewhere. Orders are coming forward a little more freely from the far East, but buyers want concessionary figures. Trade along the Sound begins to improve, but New York harbor business is still quiet. The demand for export coal is well maintained with steady shipments. Transportation from mines to tide is good.

Buffalo advices are that there is continued dullness in hard coal for which the 25-cent per ton advance is largely responsible. Buyers will now take things easy until August. Receipts of coal from the mines is barely enough to maintain a respectable lake trade. The shipments through June were light and vessel interests are becoming uneasy at the inroads being made into their carrying business by railroads. Lake shipments for the week were 65,185 tons, distributed as follows: Milwaukee, 24,600 tons; Chicago, 15,600 tons; Duluth-Superior, 6,920 tons; Lake Linden, 3,900 tons; Fort William, 2,600 tons; Racine, 2,500 tons; Manitowoc, 2,400 tons; Green Bay, 2,275 tons; Hancock, 1,200 tons; Waukegan, 1,000 tons, and minor quantities to other ports, all anthracite except 3,410 tons bituminous.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

JULY 3, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90- 2.15
Rice.....	1.25- 1.50

AVERAGE RETAIL PRICES.

White ash.....	\$4.75
Pink ash.....	5.25
Red ash.....	5.50

The anthracite coal trade shows little change from last week, though it is thought coal is moving off a little more freely and that orders are, if anything, more plentiful. The new circular advancing the price of coal 25 cents a ton at both Eastern and Western points went into effect yesterday, and while it is yet too early to know what effect this will have upon the trade in the way of stimulating business, and with what firmness the companies will maintain the new schedule, it is thought there will be little deviation from list figures, and that buyers will place their orders as soon as they are satisfied of this. The output last month, no doubt, was somewhat in excess of the market requirement, and stocks showed further accumulations, but this will soon be absorbed when trade starts up, as the companies will make a more vigorous curtailment during the present month. There has been considerable inquiry for coal during the past week, and some orders have been placed, though the bulk of the demand was for shipment during July at the old figures, which we understand was refused, and the idea is that the companies have practically no old business for long deliveries on their books. The desire this year being to sell to the dealer, as he requires it, at current quotations, instead of taking the risk of both ends of the transaction. Shipments to the West are a little more active than they were and the demand greater since the issuing of the July circular, though trade is not by any means active, and if the reports in regard to the shortage of the wheat crop are verified, the consumption of hard coal in that territory may be curtailed. All-rail trade keeps up fairly well and is taking a little more coal than is usual at this time of the year. The far East continues quiet, though dealers there are reported short of coal and watching the market very closely. There has also been an effort on their part to contract for future delivery at current prices, providing they would be protected against an advance in ocean freights, which are likely to show an increase at any time now, but it is not thought that the companies care to do this, as it would be bad business to tie up their barges on a 50 cent rate to Boston, when other freights are offering considerably more than this. Nut coal is moving off quite freely in some instances stove is short, though the other sizes seem to drag. Anthracite is in fair demand and prices are well upheld for this season of the year. The Philadelphia and Reading circular f. o. b. vessels at Port Liberty is as follows: Hard white ash, broken, \$3.75; egg, \$4; stove and nut, \$4.15. Free white ash broken, \$3.65; egg, \$3.90; stove and nut, \$4.15. Shamokin egg, \$4.15; stove and nut \$4.40. Schuylkill red and Lorberr ash egg, \$4.40; stove and nut, \$4.65. Lykens Valley broken, \$4.75; egg, \$5; stove and nut, \$5.25.

The Atlantic seaboard soft coal trade is a little more active than it was, due to the somewhat better demand from some of the consuming territories, especially on the better grades of coal. Consumers however, seem to be able to get all the coal they want and are bearing the prices as much as possible, and we hear of some extremely low figures being made on some of the poorer grades of coal. This is interfering with the regular contracts to some extent, as middlemen are not able to take the quantity of coal they agreed, on account of their customers being able to buy all the coal they want at considerably below the prices made on these contracts early in the season. Shipping ports are still badly blocked with coal and the railroad officials are making it uncomfortable for those shippers not moving their coal promptly and in some instances are refusing to allow cars to go forward unless the name of consignee and vessel into which it is to be loaded is given them.

The George's Creek strike is still on and there is no certainty when the men will go back to work, notwithstanding that there have been a number of harmonious meetings between the presidents of some of the companies and the men. The operators are making no effort to urge the men to go back, as they say the best trade is already gone. Trade in the far East is fairly good, a few more orders are coming forward than had been the case a week or two ago, though buyers are looking for concessions from association figures. Along the sound business is looking up a little better, though it is far from being active. In New York Harbor, trade is quiet. All-rail trade is rather dull and tonnages are reduced from what they were. The foreign demand keeps up, and shipments are being made abroad with a good deal of regularity.

Transportation from mines to tide is good and car supply is good to those shippers taking prompt care of the coal as it arrives at tide, while to others it is reduced according to their ability of handling the coal.

In the coastwise vessel market rates are firm and vessels in fair supply. We quote current rates of freight as follows from Philadelphia and Boston, Salem and Portland, 75 80; Providence, New Bedford and the Sound, 65-70; Portsmouth and Bath, 80; Lynn and Bangor, 90; Dover, 1.15-1.25 and towage; Saco, 1.05-1.15 and towage; Gardiner, 80-85 and towage. The further lower ports are 10 to 15 cents above these rates.

The Delaware, Lackawanna & Western Co., Wilkes-Barre, Pa., has been granted a warrant to mine the coal under the river and in consequence the Nos. 2 and 5 slopes at the Avondale colliery of that company will be extended into Hanover township, close to the line of the L. & W. B. Coal Co. property. The work of extending the slopes was commenced this week. A large body of coal will be tapped and the Avondale colliery will not be worked out for many years to come.

BUFFALO, N. Y.

JULY 5, 1900.

There is continued dullness in the hard coal trade. The advance of 25 cents all round would bring that about if it were not midsummer and the beginning of the month. Buyers will take their time now, with the certainty of not having to pay any more till August, and the likelihood of holding the same same price then.

It is getting harder and harder to obtain hard coal enough to keep up a respectable lake trade. The companies are insisting of the restriction of the output so rigidly that the line business is taking about all that is taken out. Some of the shippers have done very little during June, and some have shipped nothing by lake for several days and announce that there is not much improvement in sight for this month.

The falling off in shipments to leading ports is very noticeable, while at the same time there is quite an increase in the takings of the smaller ones. The coal that usually goes to port on the south shore of Lake Superior in September, and other minor districts, appears to be going now, though whether there will be a further demand for winter is not apparent, though it looks likely that there will be.

Some of the vessel interests are getting somewhat uneasy over what they believe to be a big inroad on the lake trade by the roads. It is said that one road alone has during June shipped 30,000 tons to Chicago direct from the mines all-rail, transferred in Buffalo an equal amount from car to car for the same point and shipped only about 30,000 tons by lake to that port. It is well known that the lake coal trade is to a great extent a matter of overflow and of getting a big amount moved in a short time. Another point is that there is this season many more cars going West now that would be empty but for coal. Moreover, they are not in any great haste to make the return trip, so they can take coal as well as not.

Anthracite prices are firm as follows: per gross ton on cars at Buffalo and Suspension Bridge. Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3.00.

Buffalo local anthracite, per net ton at trestle: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00.

Lake shipments for the week are 65,185 tons, distributed as follows: Milwaukee, 24,630 tons; Chicago, 15,630 tons; Duluth-Superior, 6,920 tons; Lake Linden, 3,900 tons; Fort William, 2,600 tons; Racine, 2,500 tons; Manitowoc, 2,400 tons; Green Bay, 2,275 tons; Hancock, 1,220 tons; Waukegan, 1,000 tons; Toledo, 650 tons; Port Huron, 600 tons; Depere, 350 tons; Marine City, 350 tons; Port Burwell, 240 tons, all anthracite except 3410 tons soft.

Freight rates as follows: Milwaukee, 60 cents; Chicago, 65 cents; Duluth, 40 cents; Lake Linden, 50 cents; Fort William, 50 cents; Racine, 65 cents; Manitowoc, 60 cents; Green Bay, 60 cents; Hancock, 50 cents; Waukegan, 65 cents; Toledo, 40 cents; Port Huron, 40 cents; Depere, 60 cents; Marine City, 40 cents; Port Burwell, as agreed.

A Buffalo paper makes the amount of coal shipped this season to date more than 202,000 tons less than last season, but the custom house figures are as follows: 1900, 731,401 tons; 1899, 676,933 tons; 1898, 519,136 tons; 1897, 430,243 tons; 1896, 644,283 tons.

The soft-coal situation is unchanged. There is altogether too much coal for a strong market and some of the companies are bidding still lower than formerly for business. Here are bids on 12,000 slack for the Buffalo State Hospital: Rochester & Pittsburg, \$1.65; Shawmut, \$1.69; Dennison, \$1.73; Donnelly & Dunham, \$1.81.

The fueling interests have agreed on a reduction of 20 cents on all coal to lake steamers, making the price \$1.80 for lump. Other soft coal prices are unchanged.

CONNELLVILLE, PA.

JULY 3, 1900.

"The prediction made by The Courier two months ago that the production of coke in the Connellsville region would settle down to dwell within the 200,000 ton a week mark is proving accurate. Last week the blowing out of over 800 ovens sent it down nearly 5,000 tons, close to 170,000 tons. The operators are preparing for the summer shutdown of furnaces, which is scheduled to set in now in a few days. The coke furnaces have been going at a steady gait for months. Many of them are suffering for want of repairs which can no longer be delayed, and since the iron market has eased up to the point of being considered dull, the present is an opportune time to go out of blast. The furnace men seem unwilling to cut the price of pig iron further than \$20 Pittsburg, claiming the margin of profit would be reduced almost to nil, and on the other hand the buyers believe that too high a figure.

"Meanwhile the coke trade in the Connellsville district must continue to serve as the barometer of conditions in the pig iron market. The action of the operators last week looks as though the proposition made in iron circles this week to take 25 per cent of present production out of the market would be realized. For the first time in two years whole plants are going out of blast, Eagle, Wynn, Hazlett, Enterprise and others being without a trace of smoke this week.

"The output of coke also lost heavily last week. Shipments were over 600 cars less than they were the previous week. Coupled with decreased production and the fact that the furnaces are not stocking, this is evidence that July and August will be the dullest months of the year in the coke business."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

The business men and capitalists of Paris, Mo., are agitating the organization of a joint stock company to control or operate the coal mines on the Evans farm near that town. Colonel Evans has made a very fair and liberal proposition and it should receive a prompt and favorable consideration.

CHICAGO MARKET.

A good tonnage of anthracite coal was sold during the last week in June, not only locally but to the general trade tributary to this market. Many of the larger retailers have bought and stocked their yards with sufficient hard coal to last them six or eight weeks, or enough to supply the domestic consumers who are forehanded and wide awake enough to be willing to save a quarter dollar on every ton they put into their basements. It is this class of domestic buyers that is called the "cream of the trade," and deservedly so, too, for these people are spot cash buyers. It may not be generally known to the trade, but it is a fact, that receipts of anthracite coal at Chicago, both lake and rail, to the end of June are considerably less than they were for the corresponding month last year. The present week is marked by great quietude, as usual early after an advance, but the amount of tonnage placed during the latter part of June is spoken of by the companies sales' agents as "satisfactory." There has been the usual amount of rush orders received at the last moment, and some of these which are filled direct from Buffalo or the mines direct have been either turned down or placed on file to be filled at the advance. The wholesale price now is \$5.25 for broken and \$5.50 for the domestic sizes, f. o. b. Chicago or at junction points. Forehanded domestic buyers were in evidence the latter part of June who bought and paid for their winter's fuel at \$5.75 to \$6 per ton, the same now being worth \$6 to \$6.25.

Bituminous coal, not only begins to pick up and show signs of life, but there is a strength of tone being displayed by certain operators, which augurs well for the future of the Chicago and other large Western markets. Unfortunately this is not universal, though sufficiently so to make itself felt in recently awarded contracts, both railroad and industrial. This is rather remarkable at this time of the year, when industries are at their minimum production and railroads using less fuel than usual. Therefore, if the tone is good now, what will it be some fifty or sixty days hence? Most of the big local contracts for soft coal have been placed, though it is known that several large manufacturing concerns are still holding off. Coal of all grades will be higher sixty days hence, and the era of cheap coal is *now*, not then. Evidence is also at hand that Western coal carrying railroads will be less docile than they have been in the matter of freights, thereby following the lead of certain Eastern roads. This will certainly have to be considered when some of these belated contracts come up for final disposal. Business, locally as well as from the outside, is gaining in soft coal and in a few weeks will become active enough to be called fair. Quite a large amount of threshing coal has been sold, though in some directions, notably the Northwest, there has been some falling off, but on the whole this branch of the trade has been above the average, as reported by some firms. Commercial coal is moderate and inquiry is springing up steadily in many directions. The circular as quoted below is stronger and on some Eastern varieties it is firm.

Coke in the local market here is doing little and what buying is done is handled by the consumer in a half-hearted manner. Orders are light and prices anything but firm on any grade.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.

ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Grate.....	\$5 25	Carterville washed nut.....	\$2 25	Blossburg.....	.....
Egg.....	5 50	DuQuoin.....	2 50	Cumberland.....	.....
Stove.....	5 50	Wilmington.....	2 50	Piedmont.....	\$3 65
Nut.....	5 50	Spring Valley.....	2 50	Lilly.....	.....
Grate from yard or dock.....	5 25	Riverton, Marion.....	2 25	Sonman.....	.....
Egg, stove and nut from dock or yard.....	5 50	and similar grades.....	2 25	Birdseye Cannel.....	5 50
Domestic sizes at retail.....	6 25	All Spgld. district.....	2 25	Falling Rock Cannel.....	5 50
		Penwell and Pana.....	2 25	Cannelburg.....	3 25
		Alton district.....	2 25		
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 75	Pocahontas.....	.....	Connellsville.....	5 25 @ 5 50
Sullivan county, Ind.....	2 25	Maryland.....	.....	Pocahontas.....	5 25
Sullivan county, Ind., nut.....	2 00	New River.....	3 75	New River.....	5 25
Island, Ind.....	2 30	Ocean.....	.....	Fairmont.....	5 00
Island nut.....	2 00	Montana.....	3 25	Elk Lick.....	5 25
Coxville, Clinton, etc.....	2 00	Winifrede Splint.....	3 25	Gas House.....	4 25
Hocking Valley, Ohio.....	2 55	Thacker.....	3 25	Charcoal per bushel.....	15
Carterville, Ill.....	2 50	Raymond.....	3 25		

CINCINNATI, OHIO.

JULY 4, 1900.

There is a slight undertone of weakness in the general market here. Lump coal is especially plentiful just now and it seems that some producers are not satisfied unless they sell quickly their entire output, and now that it is impossible to do it, there are rumors of threatened cuts in the wholesale price of lump. Nut and slack is still in good demand at high prices, and while the practical reduction of the price of mine run eases up the lump coal market some, there seems to be still a slight over production of lump. Last week the rail shippers made the price of mine run "open," that is, each concern can make its own price on this grade of fuel, and it has fallen from \$2.10 to a little less than \$2.00. Nut and slack is stiff at \$1.75, but it probably will not be long with mine run only twenty-five cents a ton higher in price. River coal has nothing to do with these prices. Of all the coal that came in by river during the last two or three weeks, very little of it went on the market except through the retail departments of the concerns mining and shipping it, and prices have practically not changed. River lump is quoted at 7 to 7½ cents a bushel, while nut and slack is worth 5½ and 6 cents. Rail lump is worth \$2.50 wholesale, and all kinds retail for \$3.00 and \$3.25. Anthracite is in fair demand at \$6.50 a ton delivered.

PHILADELPHIA, PA.

JULY 2, 1900.

The chief feature in the anthracite trade during the week has been a notice given by all the railroad companies of an advance in the price of hard coal to go into effect July 2 at all points. The Reading took the initiative and issued the following circular, showing an increase of 25 cents a ton at tidewater points f. o. b. Port Richmond, hard white ash, broken, \$3.50; egg, \$3.75; stove, \$3.90; chestnut, \$3.90; free white ash, \$3.40; egg, \$3.65; stove and nut, \$3.90; Shamokin egg, \$3.90; stove and nut, \$4.15; Schuylkill red ash, egg, \$4.15; stove, and nut, \$4.40; Lorberrry, egg, \$4.15; stove and nut, \$4.40; Lykens Valley, broken, \$4.50; egg, \$4.75; stove and nut, \$5.00. In accord with this advance the companies have issued notice of an advance for the city and line trade of 10 cents a ton over the April circular. As the actual selling price for some time past has been 15 cents below the old circular, making the new price practically a 25 cent advance. There is little new business offering at the moment and the demand for some time yet is likely to be small, though the market is strong and rather shows signs of improvement than otherwise as the season advances. Stocks in first hands are a little heavier than they were, while dealers supplies are reported light and, with the smaller tonnage mined this month, will, it is thought, absorb any surplus coals now on hand. Prices are well upheld and the selling interests are making no effort to dispose of their product while the market is in an enert condition. Stove and nut coal seem to be most active and several of the companies report being entirely sold up on the latter sizes. Egg and broken are long and drag a good deal. The steam sizes are fairly active and continue to obtain good prices for this time of the year. The operations at the mines are considerably curtailed this month, most of them working on half time.

The soft coal trade is in a little better condition than it was, though orders are still slow coming in. A good deal of the cheaper coal that were being offered by the speculators have been cut off by the railroads refusing to let cars go forward to these parties without knowing the name of the consignee to which it is going. Those consumers who did not contract for their entire season's supply and were bearing the market by trying the poorer grades of coal, at low prices, are now seeking to contract for a better grade of fuel, as they believe it more economical in the end and are apparently willing to pay a fair price for it. The George's Creek strike is still on. Trade eastward is better than it was, though large buyers continue to hold off in the hope of seeing prices further reduced. Shipments to points along the line are reduced from what they were. Consumers apparently having good stocks on hand and are calling for smaller deliveries. The foreign demand keeps up and shipments are being made with considerable regularity.

Transportation from mines to tide is good and cars are in ample supply to shippers having vessel tonnage ready to take the coal as it arrives. In the vessel market vessels are in a fair supply and rates firm. We quote as follows: From Philadelphia to Boston, Salem, and Portland, 75-80; Sound ports, 65-70; Lynn and Bangor, 90; Portsmouth and Bath, 80; Dover, \$1.15-1.25 and towage; Saco, \$1.05-1.15 and towage; Gardiner, 80-85 and towage; Newburyport, 95.

DETROIT, MICH.

JULY 5th, 1900.

Owing to the rush of orders for anthracite coal the latter part of June in anticipation of the advance July 1st, and the fact that the advance did take effect on that date, has placed a check upon the anthracite trade temporarily. The advance was expected by the general trade so that it was not much of a surprise, but a great many dealers throughout the State prefer to pay the advance than take coal so early in the season and have to carry it until their customers are ready to take it. Shipments will be very heavy during the month of July filling up June orders.

Bituminous coal trade is very quiet and will be during this month on account of the many factories closing down for inventory. July is usually one of the duller months in the year in the steam trade, and this year will be no exception. Lake shipments have been shut off temporarily and there is being a large amount of coal shipped all-rail to Detroit and through this territory causing a "glut" in the market.

Prices are held very well considering the surplus of coal on hand and it is believed that the fall and winter trade will be brisk and at good prices. It would seem to be a mistake to those requiring coal later, not to take it in now when they can get much better prices than will prevail during the fall and winter months. There has been great difficulty at Detroit as well as outside in securing men to unload coal. There is so much work on the streets that every man not employed in the factories and who wants employment, can get it on the streets. This is causing some embarrassment to the dealers.

SAN FRANCISCO, CAL.

JUNE 30, 1900.

During the week there have been seven coal arrivals from Washington, 24,090 tons; three from British Columbia, 9,153 tons; two from Australia, 6,174 tons; one from Oregon, 450 tons; one from Japan, 2,500 tons; total, 42,367 tons. The liberal deliveries this week from Washington and other sections, will aid importers in fulfilling their contracts, on some of which there have been serious delinquencies. Another steamer has been chartered for twelve months to transport British Columbia coals, which will be of service to keep our urgent requirements supplied. As the Alaska demand has been taken care of, it is reasonable to suppose that shipments to us direct will be materially increased. Prices remain firm, and there is an assurance that there can be no decline for at least twelve months, as charters have been effected this week for transporting coal here from Australia at extreme figures, and the vessels cannot arrive at their loading ports for fully ten months. Furthermore, the schedule of prices for 1901 in Australia has been advanced in some cases fifty cents per ton. The selling quotations now, and for next year will be made by the colliery proprietors of Washington and British Columbia, as they have absolute sway locally. Large fuel consumers may well feel grateful to those controlling the market locally, as the latter could have made their power felt markedly for fully a year past, if they had desired to advance values.

BALTIMORE, MD.

JULY 3, 1900.

Coal rates are a little lower as the following figures show: Bangor, 95; Portland, 80; Boston, 80; Salem, 80; Portsmouth, N. H., 85; New Haven, 75; Bridgeport, 75; Providence, 75; Allyn's Point, 80; New Bedford, 75; Fall River, 75; Galveston, \$1.75; Jacksonville, \$1.30; Savannah, \$1.00 Port Royal, S. C., \$1.25; Charleston, \$1.10; Velasco, Texas, \$2.35; Vera Cruz, \$3.00; Key West, \$1.85.

There is a lesson to be learned from the strike of the miners in the George's Creek coal region, and it should be carefully studied by the West Virginia miner, says a clever writer in the West Virginian. For years the George's Creek coal mines have been pointed out as a mode of what a good mining region should be, both in payment of wages and in liberal treatment of the men employed. The miners were well paid, contented and happy, many of them owning pretty homes, in which they had lived for many years. The pay per ton was a little lower than that paid in Pennsylvania and Ohio, but on account of the thick vein of coal, the miners were enabled to earn larger wages with less hard work than either the Pennsylvania or the Ohio miner.

This lower mining rate has given the Maryland operator a slight advantage over the operators in the states above named, and hence the latter have always been behind the movement to get miners into the Mine Workers Union, in order to organize a strike. This was finally done, and today, instead of contentment and happiness there is misery and discontent; instead of loving and united homes filled with laughter and song, there is weeping and many heart-aches caused by a broken home circle. The mines have been at a standstill so long that the operators have lost their contracts, and as a result the mines are being closed for an indefinite period. The miners are being evicted from their homes, and they must seek employment elsewhere, in many cases being compelled to walk to other mining districts in search of work in order to earn bread for their wives and children. Meanwhile the well dressed Organizer rides around begging them to hold out a little longer, promising that they will win. There is a woman also, "Mother Jones" she is called, who harangues the men, urging them not to give up. Just how a woman who calls herself "Mother" can see children in want, partially through her own efforts, is one of the inconsistent pictures that the types will not portray. A true mother would tell the men to go back and earn bread for their babies. The strike is lost to the miners. It has cost many of them their positions and their homes. It has cost the mine owners thousands of dollars, and the only person who has derived any benefit is the man who picked up the orders that the Maryland operator was unable to fill.

The question which now comes up is: "Will the West Virginia miner allow himself to be trapped by the same influences, which is the cause of so much suffering and hardship elsewhere." We believe that the West Virginia miner will let well enough alone, and refer all organizers to the experiences of a few years ago, when they were used to assist other men to positions, who left them to shift for themselves as best they could without giving them as much as a thought.

The miners of West Virginia are an intelligent set of men and a plain illustration like the above cannot fail to impress upon their minds the indisputable fact that their safety lies in their independence, for Pennsylvania and Ohio coal interests are not friendly to the West Virginia miner or operator. It is only natural that they look with jealousy upon the increasing coal production of West Virginia, and use every opportunity to throw obstacles in the way of West Virginia coal operations, because they see so many fine contracts coming here on account of our superior coal, and mining advantages.

We advise the miner of this state to steer clear of the seductive influences and talk of the walking delegate and organizer from other mining districts, it is not your good that they are after, but the good of the districts which they represent. Do not put yourselves in a position where a strike can be ordered by outside influences. The interests of the miner and operator are identical and any reasonable differences can always be adjusted without the aid and advice of men who earn a living by stirring up strife. The West Virginia miner is free and contented, let him remain so.

PITTSBURG, PA.

JULY 3rd, 1900.

A large amount of capital is being invested in coal properties in this vicinity and farmers are refusing fancy prices offered them by the representatives of men and corporations of almost unlimited financial backing. A damper was put on the sale of coal lands this week by the report that the coal vein in the fifth Monongahela Pool was discovered to have considerably less area than was thought and that the Pittsburgh Coal Company had encountered a stone wall instead of coal, as expected, in enlarging its Riverville mines near Fredericktown.

Lake shipments are being rushed forward as speedily as possible and the mines are all running steadily. The wage trouble in the iron and steel trade has caused a falling off in the demand from that quarter, but this condition of affairs cannot last long and a rush of orders is looked for some time in August.

No change in prices and the circular figures issued on April 1st are rigidly upheld.

The directors of the Monongahela River Consolidated Coal and Coke Company of Pittsburgh, Pa., met this week and declared the initial semi-annual dividend of 3½ per cent on the preferred stock, payable July 10.

The Rocks Coal & Coke Co., recently organized, has purchased 119 acres of coal land near Masontown, on the Monongahela River, which it will develop at once. The price paid was \$325 per acre. The company is composed of Francis Rocks of Connellsville; B. O'Connor of New Haven; J. C. Work, and E.D. Fulton, of Connellsville.

The work of removing the immense pile of coke at the Edgar Thompson Steel Works, near Pittsburgh, owned by the Carnegie Co., has been completed. It contains 200,000 carloads of coke, which was placed there six years ago when coke sold for \$1.35. It was used while the fuel was at \$4 per ton, several million dollars being saved.

It now appears that the big coal field known to exist in the Northern part of Knox county, Ill., is about to be developed.

KANSAS CITY, MO.

July 3, 1900.

Hard coal is being made the subject of some talk now, but it bids fair to be only a matter of talk for a long while to come.

This part of the country never could be looked on as a large consumer of hard coal, and it is generally believed that the sale is on the decrease from year to year; it certainly is not in keeping with the increase in population. Every modern house is equipped now with furnace for other coals, and the family that discards a magazine stove never buys a new one, and this new stove is seldom dedicated to the interests of the anthracite interests of the State of Pennsylvania. The consumption of no coal has increased in the West in the last few years like the coals from Arkansas.

However, there will be some hard coal sold and used here this year and for many a year to come, but the folks at Chicago must not expect to fill the town up at any early day. Those who have plenty of yard room have carried over probably a third enough to supply the local market this year.

No prospective purchaser has any confidence in the present tariff from Chicago of \$2.50 per ton, and while willing to pay it, yet they will not do so until the lateness of the season will make it most improbable that any lower rate will prevail. Then too, notwithstanding combinations and agreements to the contrary, it has hardly been the case once in the last dozen years, that Missouri river dealers could and did not buy anthracite at any time at the lowest prevailing price for the year. Not having realized much, if any, profit from early buying, the average dealer will wait till he wants the coal, and it does not get very cold in this country till some time after September 1st.

Country business on soft coal can be called good for this time of year; business in the city however, never was more quiet; prices have prevailed exceedingly low; most of the Southern Kansas operators have today advanced their prices on lump to \$1.60; nut, \$1.30; and slack 75 cents.

When the new scale of 65 cents for mine run, together with an eight hour day becomes effective on September 1st next, Cherokee coal will be costing more to put on the cars than ever before in the history of that field.

This being the case low prices cannot prevail; corresponding high prices for mining will be in effect at all tributary camps; all dealers are looking forward to a large tonnage at stiff prices but still with only modest profits to the mines. There is scarcely the chance for a coal famine for the past season; there are more mines opened and more men in sight, but of course the eight hour day being generally observed this year will tend to equalize even those features.

This is not an ideal time to attempt a market report; too many democrats and brass bands in town.

THE LEHIGH VALLEY CO.'S NEW PRICE LIST.

The following is the new circular for July delivery only:

WILKESBARRE AND WYOMING REGION.

	Free on board vessel, Buffalo, N. Y.	On cars for shipment Wes't.	Free on board vessel, No. Fair Haven, N. Y.
Grate (broken).....	\$4.50	\$4.25	\$4.00
Egg.....	4.75	4 50	4.25
Stove.....	4.75	4.50	4.25
Chestnut.....	4.75	4 50	4 25

LEHIGH REGION.

JEDDO.			
Lump (selected).....	\$5.75	\$5 50	....
Grate (broken).....	4.75	4.50	....
Egg.....	5.25	5.00	....
Stove.....	5.25	5.00	....
Chestnut.....	5.25	5.00	....

HAZLETON.

Grate (broken).....	\$4.75	\$4.50	....
Egg.....	5.00	4.75	....
Stove.....	5.00	4.75	....
Chestnut.....	5.00	4.75	....
GROSS TONS.			

NEW PRICE LIST PHILADELPHIA AND READING COAL AND IRON CO.

The Philadelphia & Reading Coal & Iron Company's price circular No. 30, for their line and city trade issued to go into effect July 2 is as follows, f. o. b. cars at mines:

	Broken	Egg	Stove	Nut	Pea
Mahanoy and Shenandoah.....	\$2 35	\$2 50	\$2 75	\$2 75	\$1 50
Locust Mountain Schuylkill White Ash....	2 35	2 50	2 75	2 75	1 50
Shamokin.....		2 65	2 90	2 75	1 60
Lorberry Schuylkill Red Ash.....	3 10	3 00	3 30	3 00	1 50
Lykins Valley Red Ash.....	3 25	3 35	3 85	3 30	1 75

All unfilled June 1900 orders will be cancelled.

The Hamilton Coal Co., recently formed at Tarentum, Pa., has purchased 800 acres of coal land across the river from that place. Operations are to begin at once. The officers of the company are: President, Robert Fields; vice president, Herbert Russ; secretary and treasurer, D. G. White. Besides these officers the directors are Samuel Lamond, J. N. Stewart, H. W. Boyd and William Kern. R. A. Caldwell will be the assistant superintendent.

A Connellsville, Pa., correspondent writes: "The suspension of single men because of dull times at some of the coke works in this region has brought about an unprecedented demand for brides. The single men are making a grand rush for wives, to avoid the danger of getting a summer vacation that is not much wanted. It has frequently happened that girls arriving from foreign lands never get farther than the railroad station before they have become the promised bride of some Hun, Pole or Slav, eager to provide himself with a bride to escape discharge."

ON THE WING.

The Farmers' Grain, Coal and Lumber Co., Wapello, Ill., has increased its capital stock from \$2,500 to \$5,000.

The wholesale price on all grades of anthracite coal was advanced twenty-five cents a ton by local dealers in Boston on July 2, 1900.

Mr. Robert C. Hill, of Messrs. Medeira, Hill & Co., New York, left on Saturday last for the Adirondacks, where he intends to stay for several weeks.

Mr. W. C. Johnston, of Alton, Ill., has been appointed General Freight Agent of the coal road of the Donk Bros. Coal and Coke Co., the St. Louis, Troy & Eastern R. R.

The United States Scales Co., Terre Haute, Ind., is erecting several railroad track scales of 100 tons capacity and 80 feet in length at coal mines on the Chicago & Alton system in Illinois.

Mr. J. M. Wells, city sales agent, Lehigh Valley Coal Co., Chicago, says: "The increase in June sales of anthracite coal, surpasses all former records for the corresponding month in previous years."

The Alabama Coal Miners, in convention at Birmingham, have accepted the proposition of the coal operators for last year's scale and a joint convention of operators and miners was held this week to sign a contract.

Secretary Long, of the Navy Department has already sent and is forwarding each week a large tonnage of coal to the Chinese Naval station. Owing to the large demand there and the higher prices, the Secretary finds it cheaper to send the department's own collieries.

Mr. J. D. Wicks, of DeSoto, Jackson county, Ill., was appointed receiver of the Big Muddy Coal & Washing Co. by Judge Allen of the United States circuit court, Springfield. The application for the appointment of a receiver was made by Lionel Doherty of New York, a creditor of the company. He has a judgment against the company for \$618.18.

The offices of the Latrobe Coal Co., the Alexandra Coal Co., and the Henrietta Coal Co., all controlled by Mr. John Lloyd, now located in Altoona, Pa., have been removed to 26 South Fifteenth street, Philadelphia. Mr. Thos. H. Maher, the present executive head of these concerns will continue in that position in Philadelphia.

J. & G. Obenberger, Milwaukee, Wis., manufacturers of automatic coal tubs, etc., write THE BLACK DIAMOND that the past year ending June 30, has been the most prosperous year in the history of their business. The firm has recently shipped sixteen, 1120-pound coal buckets to the Chicago, Milwaukee & St. Paul R. R. for use on the docks at Green Bay.

According to a report from Hazleton, Pa., "Surgeons operating on Dennis Gallagher, of Yorktown, in the State Hospital here for appendicitis, found that the trouble was caused by two little lumps of coal about the size of peas. It is not known whether they were swallowed whole or were formed in the appendix from coal dust which Gallagher, a miner, had inhaled."

The Island Coal Co., Indianapolis and Chicago, with offices in the Monadnock block, is issuing to its friends and patrons a neat three and one-half by six and one-half desk calendar to hang. The upper half is embellished with a picture of a handsome girl dressed for the opera and to the lower part is attached a monthly calendar from July to December 31. Send for one.

A dispatch from Norfolk, Va., states that at the navy yard a large force was put to work preparing for sea the colliers ordered to load coal here and proceed to Manila. The colliers Saturn, Hannibal, and Alexander are at the yard. The Cæsar has been at Hampton Roads ever since she helped coal the Massachusetts and Indiana. All four colliers are expected to go to Manila.

Mr. W. K. Niver, Syracuse, N. Y., is inclined to be optimistic in regard to the future of the coal trade. He is quoted as saying: "It looked as if a big business would continue both in hard and soft coal clear through the year. Manufacturers are using more coal than formerly. They are busy all over the country. The ocean line steamships are coaling on this side of the Atlantic now, a thing which has never been done before in the history of ocean transportation. Heretofore the foreign steamships have all taken their coal on the other side of the Atlantic. The demand for American coal is increasing abroad every day."

Mr. James T. Eaman, secretary of the Michigan and Indiana Retail Coal Association, stopped off at Chicago on his way to attend the annual meeting of the Mid-State Wholesale and Retail Coal Dealers' Association, which convened in Kansas City, Mo., July 3, 1900. He was accompanied by Mrs. Eaman. Mr. Eaman made a pleasant call at the offices of THE BLACK DIAMOND.

The Newport News (Va.) Times says: "Last week was a record breaker in the shipment of coal from this port to foreign countries. Twenty-one thousand tons of New River steam coal was shipped from here during the week, going to Marseilles, France; Trieste, Austria; Rio de Janeiro, and other ports. Tomorrow the Spanish steamship, Minerva, will sail for Montevideo with 5,000 tons."

Since the Chinese riots broke out coal has advanced at Hong Kong to \$15.75 a ton. Formerly it was \$11 a ton. Nations without coal supplies in the East will have to pay a pretty penny to coal their ships. The government of the United States will undoubtedly send its own colliers abroad with coal for the American fleet. The matter of coal for the world's navies is almost as important as gunpowder.

The dining service of the New York, Chicago & St. Louis Railroad—the Nickel Plate, recently inaugurated—is unsurpassed by any system. Individual club meals, breakfast, lunch and dinner, are served in the dining cars and a meal can be had costing from 35 cents to \$1.00, according to appetite, etc. These are daintily served and the food supplied is irreproachable, as regards freshness and delicacy.

Our New York representative writes: "The Raquette Railroad Co. directors have decided to use oil for fuel instead of coal in all their locomotives. This was agreed to in compliance with suggestion of the State Railroad Commissioner, which thinks that there is constant danger of setting fire to the Adirondack forest through which the road runs from the dropping of hot coal and the emission of showers of sparks."

Harry P. Jones, David G. Jones and Thomas Jones, who were for many years connected with the extensive coal firm of James Jones & Sons, Pittsburg, have purchased 1,100 acres of coal lands near Cannonsburg, Pa., which they are now developing. The mines are to be equipped with an electric mining plant, combining the most recent labor saving devices, the vein will have two openings and it is planned to give the operation a capacity of 3,000 tons daily output.

A new coal company with a capital stock of \$150,000, composed of Robert Pitcairn, superintendent of the Pennsylvania railroad, ex-Congressman Geo. F. Huff, of Greensburg, E. M. Gross and Robert Pitcairn, Jr., was organized at a meeting held in Pittsburg, at the Duquesne club. They have purchased 200 acres of valuable coal territory, known as the George Adams farm, just east of Latrobe. The price paid was \$65,000, and the intention is to open and operate mines at once.

The Santa Fe has announced a reduction in coal rates from Pittsburg, Osage City, Fontenai, Chicopee and Midway, Kan., to Chillico, Newkirk, Kildare and Ponca City, Okla. From each of the coal producing points named to Chillico and Newkirk the rate will be \$1.85; to Kildare, \$1.95, and to Ponca City, \$2. The reduction is from 5 to 25 cents from the tariff now in effect. It is understood the Memphis will meet the action of the Santa Fe, naming the same rates from Weir City, effective on legal notice.

A small war is being waged at Ohio City, a small coal mining village three miles from there, between the Pittsburg Coal Co., and the Bellevue Coal Co., over the laying of a switch by the latter company to connect with the branch line of the Pittsburg & Lake Erie railroad. The combine has deputies on the ground watching matters, orders having been given them to arrest all persons caught trespassing. It is said the Pittsburg company claims to own the whole of the branch line from the main line up Speers' run to the mines.

According to a cable from Guthenburg, the board of managers of the state railroads has by reason of the critical state of the coal trade turned its attention to the United States and has, through the firm of Anderson & Lindberg, ordered a sample shipment, which possibly will be followed by other orders. The agreement stipulates the delivery of 4,600 tons of "Pocahontas" smokeless coal of the very finest quality, equal to the best South Wales steam coal from England. The entire sample shipment arrives here in one steamer. The railroad managers are also negotiating for the purchase of American coal of lower grade. For instance, a quantity quoted fifty cents a ton less than for the coal already ordered. Ordinarily English coal costs \$5.50 a ton, c. i. f. (charges inclusive of freight), at Swedish ports, but the same quality can probably be obtained cheaper from America, provided the present difference in freight rates can be somewhat reduced.

Mr. J. Becker, of Becker Bros., Dubuque, Iowa, was in Chicago last week calling upon the coal trade.

Mr. Geo. H. Merryweather, of Coxe Bros. & Co., Incorporated, Chicago, has gone on a two weeks vacation to the wilds of Wisconsin.

Mr. M. J. Hogan, of Seneca, Ill., whose coal is delivered by canal barge, was in the Garden city this week. Mr. Hogan looks forward to a good fall trade in hard and soft coal.

A dispatch from Superior, Wis., says: "Capt. L. R. Doty, of Chicago, and G. M. Hyams of the Marcus Daly copper interests, have paid \$150,000 for the coking plant and coal dock upon which Doty has had an option here for four months. An equal amount will be put in on improvements."

The higher priced coal has considerably increased the cost of pumping water at the several stations of the Chicago System of Water Works. It is estimated the coal bill for the city engineer's office will be about \$250,000 more than last year. Reports from the pumping stations as to the cost of raising 1,000,000 gallons one foot high show an increase varying anywhere from 1 to 33 cents.

O'Gara, King & Co., Western Union building, Chicago, have been fortunate in the matter of contract coal this season. The firm has secured the county contracts for both anthracite and bituminous coal, about 5,000 tons of the former and 100,000 tons of the latter grade and includes some 25,000 tons of Hocking. The figures at which they were placed were much higher than a year ago.

The General Wilmington Coal Co., 355 Dearborn street, Chicago, has issued its price circular for July, 1900. Their general standard screened Wilmington "Star," "Diamond" and "Big Four," is offered at \$2.15 f. o. b. mines. Mr. H. N. Taylor, general manager, says: "Our washed carbon and nut is practically smokeless and absolutely pure, and it is guaranteed to give satisfaction." At Mason City, Iowa, the company has an office for reconsigning coal. Their Iowa coal is from the largest producing mines in the Walnut block fields of that state.

A cablegram from London says: "Thanks partly to the 'boxers' and partly to the Boers, coal is going up rapidly. Japan, Russia and the United States are all ordering large quantities from England's stock, which is already depleted by the immense demands for the transport service to the Cape. Coal promises to reach record price this winter unless, as some merchants think, importations can be secured from America. Already 100,000 tons of American bunker coal have been landed at Glasgow and sold cheaper than the fuel could be got from the Scottish mines."

A cable from London this week says: "British capital is about to be invested in American coal in apprehension of the time, not far off, when Great Britain will be compelled to depend on other nations for its supply of fuel. A syndicate of colliery capitalists is quietly acquiring undeveloped coal fields in the Southern states, with the idea that England shall become miner as well as importer of foreign coal. Options have been obtained on hundreds of acres of land in Alabama and contiguous regions, and it is said that actual mining operations will begin in the course of six months."

Carnegie's great coke pile at the Bessemer Steel Works in Braddock, is gone. The last of the immense mountain of fuel was loaded on cars and hauled to the furnaces yesterday. The work has been under way since last January. The big coke hill contained about 1,500,000 tons of coke. The company having the contract put half a dozen steam shovels at work loading the coke into cars, and these big shovels have been working night and day on the pile since about the first of February. The ground was finally cleared off yesterday. New additions to the steel works will occupy the site.

The Dodge Coal Storage Co., Philadelphia, Pa., has just completed for the New York Central Railroad a storage plant at the De Witt yards, which has a capacity of 50,000 tons of soft coal. The plant all complete cost \$40,000 and is the only plant of the sort ever constructed by the New York Central Co. After the cars of coal are placed on a switch near the plant all the rest of the work is done by the plant. By means of a winch the cars are hauled to the pit, where two are unloaded at a time. This pit is seventeen feet deep. The coal is lifted from the pit in an automatic clamshell bucket which will hold two and a half tons. The bucket is operated by means of a series of cables and can be carried to any desired point of the storage area. The brakes and clutches are worked by two double engines with 12x16 cylinders, making 120-horse power. It takes about one minute to operate the bucket from the time it starts to load until it is back to the pit. The plant can be operated by three men, and is constructed entirely of iron.

Mr. F. L. Robbins, chairman of the Board of Directors of the Pittsburg Coal Co., Pittsburg, Pa., will make a fight to restrain the Western Washington Railroad from finishing its line in Washington county to the coal plant of the Midland Coal Co., which concern has entered into a fight with the Pittsburg Coal Co. for western trade. The matter has reached the courts of Washington county in the nature of a bill in equity filed by Mr. Robbins to restrain the new railroad from crossing his property. Service has been had on Selwyn M. Taylor in Pittsburg. The fight will probably go through the supreme court and will be one of the most important in recent years, as it will establish the rights of private concerns to exercise the right of eminent domain for certain kinds of railroads.

Mr. Herman Justi, Commissioner of the Illinois Coal Operators' Association, spent several days of last week in St. Louis. While there he held several conferences with district officials of the mine workers' union, settling at the same time a number of disputed questions. Miners and operators alike are beginning to appreciate the great help which the newly established Commission is certain to render to the coal interests of the state. Each day brings some fresh experience to the coal operators organization designed to make its work ever more efficient and valuable. It is only a question of a short time when, by experience and study, the Commissioner and the Secretary of the Commission will be fully equipped to cope with the gravest problems presented to the relations of miners and operators, and in a manner satisfactory to both.

There is a lot of good sense in the following observation contained in a letter addressed by Mr. Herman Justi, Commissioner of the Illinois Coal Operators' Association, to the members of the executive committee of that organization: "In this connection it may be well to observe that the degree of success to be obtained through this movement or on the part of your association will depend upon how true each operator is to himself and how true they are to each other. We must be straightforward with each other and with our rivals, for only by such a course may we hope to be respected and trusted, since 'good faith' as has been well said 'is an essential of every contract between individuals, business interests and labor organizations of all kinds.'" This suggestion has the right ring to it and if observed we shall have less of friction and strikes.

Mr. J. L. Knoepfler, formerly general manager of a large concern in Birmingham, Ala., has secured contracts with several big coal and coke and iron and steel companies to represent them as export agent abroad, with headquarters in London, Eng. Mr. Knoepfler speaks practically every European tongue, his accomplishments as a linguist being of an extremely rare order. In addition to this he is a widely traveled man and understands the laws, peoples and customs of Europe thoroughly. Incidentally it might be stated that he is one of the few members of the white race who can speak Chinese with fluency. Mr. Knoepfler will visit in succession, England, France, Belgium, Germany, Austria, Italy, Holland and Russia, and will endeavor to found a solid export trade for Alabama in those parts in coal and coke, pig iron, rolling and steel mill products and in machinery.

Mr. Chas. F. Hood, Connellsville, Pa., who holds letters patent on a new process for making briquettes of waste slack coal and coke refuse as it comes from the mine and oven, has completed tests which were eminently satisfactory to him and others interested. There is no clinker, very little smoke and still less ash, as a residue after burning eight hours. During consumption they retain their original shape until entirely consumed, and what remains is merely dust. The briquettes are about six inches long by five in diameter and oval in shape. They are compactly compressed and will withstand severe handling without breakage. The cost of manufacture in Connellsville will be lower than ordinary bituminous coal and the briquettes will last much longer in stove or house furnace. The process will be of unquestioned value and a great boon to the Northwestern States, where there is an abundance of lignite coal.

The circular letter of Herman Justi, Commissioner of the Illinois Coal Operators' Association, addressed to the coal operators of Illinois, published in THE BLACK DIAMOND of June 2d, has attracted widespread attention. Not only is this true of individual operators in Illinois and elsewhere, but of organizations of coal operators in Ohio, Indiana, Iowa, Missouri and Kansas. The officers of these organizations heartily commend the step taken by the Illinois Coal Operators' Association and are asking for such information as will enable them to proceed to reorganize or reform their associations along the same lines. This movement is certain to prove a great educational force, not only for coal operators, but for miners as well. By this system and by this system alone, can we hope to secure harmony between operators and miners, for under this system the respective interests in the coal trade will realize what is fairly due to each. The movement, as a well known miners' official has well said, is designed to deal out even-handed justice to all alike. More than this operator or miner has no right to expect.

Last week a party of Lehigh Valley Coal Co. officials were in Johnstown Pa. They had been out to Windber to inspect the model mines on the Berwind-White Coal Mining Co. The party included Eli T. Connor, of Wilkesbarre, Superintendent of the Wyoming Division of the Lehigh Valley Co.; J. F. Marsteller, of Snowshoe, Superintendent of the Snowshoe division; Osmond Rickert, of Lost Creek, Superintendent of the Shamokin Division; George F. Yost, of Wilkesbarre, Mechanical Engineer of the Wyoming Division; George H. Tench, of Wilkesbarre, Inspector of Machinery of the Wyoming Division; John H. Humphrey, of Wilkesbarre, Division Engineer of the Wyoming Division; Fred M. Stark, agent for the Forcite Powder Co., of New York; Elorie Paine, Electrical Engineer of the Lehigh Co.; and Frederick Edgar Zerbey, of Hazelton, Superintendent of the Lehigh Division.

Secretary R. W. Raymond, of the American Institute of Mining Engineers, 99 John street, New York, in his Circular No. 3, for 1900, announces that the council has accepted an invitation to hold the Seventy-ninth meeting of the Institute in Canada, beginning in the latter part of August next under the auspices of the Canadian Mining Institute. The sessions will be held at Sydney, Cape Breton and Halifax, Nova Scotia; but for the convenience of members and guests from other quarters, the city of Quebec has been selected as a gathering point. It is hoped that negotiations now in progress will secure for those going from the United States special railway rates of one fare for the round trip to Quebec and return. The terms thus secured will be communicated to those who, in response to the present circular, shall have signified their intentions to attend the meeting. Parties arriving and reporting themselves at the Hotel Frontenac, in Quebec, a day or two before the departure of the special train for Sydney, as stated below, will enjoy, through the courtesy of the Canadian Mining Institute, special facilities for inspecting the characteristic features of that quaint and fascinating town. Members intending to go with the party should at once address the Secretary for a copy of the circular.

The coal operators of the Pittsburg district are preparing to join hands with the West Virginia and the Maryland export coal shippers to increase the shipments of the past year from 5,000,000 ton to 10,000,000 but they are handicapped for want of bottoms for transportation. This obstacle must be obviated, but there is only one way to do it, and the thoughts of it are extremely discouraging, because the red tape of legislation is the only thing that would avail anything. This unpleasant feature was brought out a few days ago when one of the Pittsburg coal operators went to Newport News to see what opportunity he had for filling his contracts with foreign trade and he learned that Americans are crippled for want of ships. "There are practically no American vessels," he said, "that may be used in the coal carrying trade. The difficulty is in the way of our coal being carried abroad in foreign bottoms. These vessels have had considerable trouble in getting cargos from the coal importing ports along the Mediterranean sea, but we hope that this evil will be mitigated through the efforts of our consuls. This will not be settled properly until coal shippers of this country have laws passed that will enable capitalists in the United States to purchase ships having a foreign registry. This is absolutely necessary before the coal exporting trade will grow to any great extent. We want such laws passed as will make it possible for us to buy ships built anywhere in the world, and when this has been accomplished the coal men in America will lead the world in exporting coal."

The Self Culture Magazine for July, 1900, published in Cleveland, Ohio, has the following table of contents: The Land of the Midnight Sun, (illus.) M. L. Harger; A Scottish Ecclesiastical Shrine—Roslin Chapel (illus.), B. M. Buckhout; Francis Parkman, the Historian—I (Portrait), William W. Hudson; Historic Old Ships of Our Navy, Minna Irving; A Victim of Heredity; or, Why the Darky Loves Chicken, (A Dialect Story,) Charles W. Chesnutt; Charles W. Chestnut: A New Delineator of Southern Life, (Portrait), W. W. H.; How to Cheer an Invalid, Anna Stevens Reed; The Evolution of Our Flag, Della M. Johnson; Poetry and the Ordinary Man, S. R. Tarr, M. A.; Beautiful Venice, (illus.), Lillie P. Robinson; The Hohenzollerns (Portraits), F. W. Fitzpatrick; Tennyson, in Two of His Poems: The Old and the New "Locksley Hall," Irene C. Byrne; Some Modern History Makers of Scandinavia—III (Portrait), Jonas Lie, and George Brandes, W. Lee Wendell; The Yellowstone National Park—II (illus.), Elford E. Treffry; The Unrealism of Fiction—II, Herman I. Stern; Condiments, Spices and Relishes, A. H. Gouraud; The English Church—The Critic Criticised, Prof. Wm. Clark, LL.D.; Happiness: A Story from the Russian of Al Budistchef, Helene de Wollant; Professor Goldwin Smith on China and the Great Predatory Powers; Fourth of July in the Early Twenties, Carrie S. Palmer; The World and its Doings; Current Events, Self Culture: Change of Proprietorship—The Race Menace in China—The Boer Collapse—The Presidency Contest—Summer Reading, The Editors; Departments: Woman and the Home, A Wasted Opportunity, Emma A. Vaughn; Art and Music, The Intellectual Value of Music, C. C. Eaglesfield; The Veteran Scottish Artist, Sir Noel Paton. The Literary World: Book Reviews, Cornford's Study of Robert Louis Stevenson, E. A. V.; Hawthorne's Literature of All Nations and All Ages—Carpenter's South America. Social, Industrial, and Political, G. M. A.; The Educational World: Vacation Pastimes, Florence H. Winterburn; The Study of Language, T. W. Mac-kail, M. A.

ASSOCIATION NOTES.

Mid-State Wholesale and Retail Coal Dealers' Association.....380
NEW MEMBERS.

E. M. YODER, Yoder, Kas.	R. M. MUDGETT, Blythedale, Mo.
A. H. MACE, Cropper, Okla.	N. O. WAYMIRE, Garfield, Kas.
R. H. BRADEN, Washington, Kas.	ALONZO CHAMBERS, Geuda Springs, Kas.
DORSEY FUEL CO., Alton, Ill.	GEO. TRIBLE, Palco, Kas.
LEGGETT & MENGE, Palmyra, Mo.	D. W. WARD, Waukomis, Okla.
B. F. SWARTS, Red Rock, Okla.	WEIR JUNCTION COAL CO., Weir City, Kas.
ELDER GRAIN & COAL CO., Albany, Mo.	

Total - - - 393

Coal Dealers' Association of Iowa and Nebraska.....568
Wholesale and Retail Coal Dealers' Association of Ohio.....722
The Michigan and Indiana Retail Coal Association.....349
Retail Coal Dealers' Association of Illinois and Wisconsin.....760

The accompanying illustration shows the fine, first class passenger steamer City of Mackinac of the Detroit & Cleveland Transportation Co. This is the boat which carried the party of 350 excursionists of the W. & R.



Coal Dealers' Association of Ohio, and the picture was taken at Sault-Ste. Marie (The Soo), by Mr. Willis P. Bloom, Wyandotte building, Columbus, Ohio.

CORRESPONDENCE.

The following letter has been received from a member of the Iowa and Nebraska Association who accompanied it on the recent trip to Colorado on the occasion of their annual meeting:

OMAHA, NEB., JULY 3, 1900.

"Denver, as it looked to your correspondent, and no doubt to every member of the I. & N. C. D. A. who was fortunate enough to be a member of the excursion party: As the train pulled into the magnificent union station we were gratified to know that our coming had been anticipated and pleased to experience a most cordial welcome at the hands of the Denver coal men. No sooner had our feet touched the pavement of the station than our hands were clasped and we instantly recognized the coal man's grip—not that it is a secret one, but it is one that every coal man feels and acknowledges, you find it in the East and you find it everywhere. But the welcome greeting of the Western coal men is original from the fact that there is a warmth of feeling and a depth of good fellowship which belongs exclusively west of the Missouri river. "Almost instantly the program arranged by the Denver dealers was understood and our party fell into line like trained soldiers and were escorted to the New Albany Hotel, where another most cordial welcome awaited us at the hands of the hotel people. A coal dealer's badge proved an "open sesame," and had we been a presidential party no greater courtesy would have been extended.

"With kindly forethought the party was given until two o'clock to rest up, clean up, and brush up. The trip across the Great American desert, making it incumbent on all to get next to a broom. Promptly at two o'clock the Iowa and Nebraska coal dealers and their ladies filed out of the magnificent hotel, looking as fresh as mountain daisies, and were taken in charge by the coal princes of Denver, and escorted to two great trolley cars for a trip over the most complete system of tramway lines imaginable, and after three hours and thirty minutes of constant travel at a good rate of speed, scarcely touching the same iron twice, we were returned to the starting point, having seen as perfect a city as the sun shines on. The verdict of the party was that Denver is the ideal city—a city built for the future but appreciated and used for the present. A city of homes, and a business city as well. Here the great wealth of the mountains comes for its first exchange, and that the mountains have been generous is everywhere in evidence. At the termination of this most pleasant trip we missed our president, Mr. Tom Collins Havens, who unfortunately did not go with our party, we needed him right there for with his happy appreciation and his silver tuned tongue, he could have done the honors and conveyed to our hosts in words the happiness which we all felt but were unable to express. Denver is enshrined in our memories as the most complete city ever built with hands."

R. E. HARRIS.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Lewis Hodgerney has sold his coal interests at Madison, O., to Allen Benjamin.

E. R. Turner & Sons have purchased the business of O. A. B. Newton, Spencer, Iowa.

C. J. Swan & Co. secured the contract to supply the city of Lancaster, Pa., with coal for the ensuing year.

Buckingham & Holden, dealers at Deep River, Conn., have dissolved partnership. The business will be carried on by Mr. Holden.

The McCollums' coal pockets, which were destroyed by fire in Greenpoint, Long Island City, N. Y., on April 9th, are being rebuilt.

The contract for furnishing the board of education, at New Haven, Conn., with coal for the coming year has been awarded to W. F. Gilbert.

The price of run of mine coal at Cincinnati, Ohio, has been reduced 15 cents a ton, making it \$2.35 a ton delivered or \$2.10 at the elevator.

The committee on public property, at Lawrence, Mass., awarded the contract for supplying coal to M. O'Mahoney whose bid was \$4.72½ a ton.

The firm of Boyce & Barnes, of Long Island City, N. Y., will be reorganized. This concern recently acquired the business of Henry Mencken.

R. P. Gilham has resigned as secretary of the Coal Mens' Social and Debating Club of Cincinnati, Ohio, and Charles Jones, Jr., was elected to fill the vacancy.

Michael Hurley, Trenton, N. J., secured the board of education contract, and he will supply coal at the following prices: Egg, \$3.83; chestnut, \$4.10; pea, \$3.10; stove, \$3.83.

The City Coal Co., New Bedford, Mass., are about to build a coal trestle 200 feet long and will make several other improvements which will bring their yard up-to-date in every respect.

The Central Coal Co. will supply the city of Hamburg, Pa., with coal for one year. The figures are: Egg, \$4.35 per ton; stove, \$4.60; broken, \$4.15; bituminous, \$2.43; pea, \$3.25; buckwheat, \$2.85.

An ordinance has been passed by the city fathers of Clearfield, Pa., providing for the sale of coal by weight, which reads as follows: "Section 1. Be it enacted by the Town Council of the Borough of Clearfield, and it is hereby enacted and ordained by authority of the same. That from and after the passage of this ordinance all persons engaged in the mining and selling of bituminous coal within the Borough of Clearfield, in the absence of a different contract shall sell such coal by weight, and two thousand pound shall be one ton. Sec. 2. It shall be the duty of all persons selling or delivering bituminous coal to citizens of the Borough in the absence of a different contract, to first have the same weighed by some competent weighmaster, and present the certificate of such weigh-master to the vendee setting forth the amount of coal in each load delivered and any person violating this provision shall forfeit and pay to the use of the Borough the price or sum of \$3.00 for each and every load of coal so offered for sale, to be collected as debts of like amount are now by law recoverable. Sec. 3. Any person keeping scales for weighing coal sold within the Borough shall permit the Burgess or Town Council or any one authorized by them to enter upon his premises to inspect said scales as often as may be deemed necessary, and when said scales shall be found deficient the Burgess shall at once notify the person of persons owning the same, who shall at once have such scales made to weigh accurately under a penalty of five dollars for every failure to repair the same after twenty-four hours notice, said penalty to be collected by the Borough as debts of like amount are now by law recoverable."

Samples of coal from the newly discovered deposit on Orofino creek, 12 miles from Spokane, Wash., show a better quality in the lower level, which is now being prospected.

The Milwaukee school board will pay \$10,000 more this year for coal than it did last year. The contracts were awarded yesterday. The E. P. Elmore Co. will furnish 4,000 tons of Pocahontas at \$4.11, or \$1.07 a ton more than last year. The Philadelphia & Reading Co. has awarded a contract for 1,100 tons of hard coal at \$6.20 a ton, or 57 cents a ton more than last year. W. H. Simpson will furnish 600 tons of lump coal at \$3.50 a ton and 3,500 tons of screening at \$3.25 a ton. Each price is \$1 a ton higher than last year.

The strike in the Indian Territory, which has been in progress since March 1, 1899, is about ended. The only concession made by the operators, is the adoption of the union wage scale. The coal companies do not recognize the union nor agree to employ union men nor agree to any of the other demands of the union, but in view of the fact that the coal companies have been able to keep their mines in operation and have been but little affected by the strike, while the miners have suffered from lack of employment, the union has concluded to be satisfied with the adoption of the wage scale and permit the men to return to work. The strike has not yet been formally declared off, but it is understood all arrangements will be perfected and the formal end of the strike soon announced.

WESTERN COAL AND COKE NOTES.

A stock company has been formed at Montezuma, Iowa, to prospect for coal.

Considerable prospecting for coal is going on in Geneseo township, Tama county, Iowa.

Bloomington, Ind., is considering the question of interesting capitalists in sinking shafts and developing the coal in that vicinity.

John Larson, secretary and treasurer of the Herdlen Coal Co., Galva, Ill., has been in Altoona for a couple of weeks and may lease coal lands in that vicinity.

The new Carr coal shaft and mine at Leavenworth, Kan., is rapidly nearing completion. This is the result of the enterprise of the Commercial Club of that town.

The Shelbyville Coal & Mining Co., is a new Indiana corporation at Shelbyville. The capital stock is \$10,000 and William W. Ray, Claud L. Wilson and William L. Williamson are the directors.

Coal has been found at 90 feet from the surface at Stronghurst, Henderson county, Ill. The extent of the vein has not yet been determined, but tests are being made by E. W. Tinkham of that town.

The Terre Haute (Ind.) Gazette says: "Beginning with July the block coal miners in the immediate vicinity of Terre Haute, will probably be given full time continuously up to and through the next coal season."

Memphis, Mo., has an association of its business men who purpose to test the land in that vicinity for coal. F. M. Cowell, W. C. Picking, J. P. Knight, C. A. Andres, Dr. McElliney, Adam Scenck Barnes and others are interested.

All of the coal miners at the Union mine, sixteen miles from Glenwood Springs, Colo., went on strike last week. The cause appears to be the ungranted demand for an increase of twenty cents a car for digging and minor grievances.

The Searchlight, of Astoria, Ill., says: "In the north part of Lewistown on the Mack property it is proposed to open a coal shaft. It is expected to attain a capacity of twenty-five tons a day, and for hoisting purposes steam will be used. The work of sinking the shaft and erecting the necessary buildings will begin about the middle of July."

The block coal operators at Terre Haute, Ind., have advanced the price of coal at the mines 15 cents a ton. The reason given is that the price paid for mining is higher. The new wage scale went into effect April 1, at which time the block coal selling price was not advanced, the reason being stated that the price had been advanced last fall and winter in all 75 cents a ton.

The Vandalia Coal Co., Vandalia, Mo., at their annual election last week, elected the following officers for the ensuing year: President, J. B. Roberts; secretary and treasurer, Wm. Ralston; assistant secretary, V. L. Beshears; superintendent of mines, Wm. Bevan. Directors: J. B. Roberts, W. H. Hughes, Tommy Green, David Ralston, Thomas Morgan, V. L. Beshears, Jake Williams.

The settlement of a scale of prices for mining coal in Ray county, Mo., will be left to arbitration. The meeting of the miners and operators of Moberly failed to agree upon the price for this track and the agreement was for a board of arbitration to be appointed. This board will be composed of two miners, two operators and a fifth party to be chosen by the four appointed. The board will meet this month somewhere about July 25th.

W. J. Smith, of Oskaloosa, Iowa, and John Price of Evans, have become associated in coal mining, under the firm name of the Eveland Coal Co. Their new shaft and mine will be located close to the postoffice at Eveland in Jefferson township. They have three hundred acres of good coal land there and expect to put in an extensive plant. The new extension of the Northwestern passes near their location, and will undoubtedly put in a switch to their shaft.

Reports from Randsburg, Cal., are that the coal beds, fifteen miles west of that camp, are improving in quality as development progresses. The company considered the indications sufficiently good to warrant further development, and the result has been the opening up of a 25-inch vein of coal of excellent quality, equal, as comparative tests have shown, to the coal of Gallup, N. M. It is stated that machinery will be installed so as to permit of development on a more rapid and larger scale.

The Fulton (Mo.) Gazette says: "Edward McDermit, president of the McDermit Coal Co., of St. Louis, has purchased William Maddox's farm, which is located in the midst of a vast coal deposit; he has also taken option on several other farms. Mr. McDermit is a man of means and experience; he returned to St. Louis Tuesday via Fulton, and is expected to return next week with tools and machinery necessary for the development of the mines and will need twenty men. Mr. McDermit says if the amount of coal is what he and everybody else thinks is there: 'We will be operating with 400 men and with railroad connection with the M. K. & T. in less than six months.'"

The Northwestern is the first road to make a change in rates under the agreement recently adopted by the Western presidents. It has authorized a marked reduction in coal tariffs from several Lake Michigan ports to numerous places in Wisconsin. The reduction is said to have been made in self-defense, the line holding that a competitive carrier for some time has secretly carried the fuel at rates less than those in the published sheets. The reduced rates will be 25 cents a ton for carload lots and will be effective until September 30. The published tariff is 75 cents a ton. The Northwestern's rate will be applied from Milwaukee, Sheboygan, Manitowoc and Green Bay to Fond du Lac, Vandyne, South Oshkosh, Oshkosh, Neenah, Menasha, Appleton Junction, Appleton, Kaukauna, Wrightstown, Little Rapids, Depere, Combined Locks and Kimberly.

PORTLAND, OREGON, TO MINE ITS OWN COAL.

The Portland, Telegram writes intelligently of coal mines and the difficulty in ascertaining the drift of some of the veins:

"Unless something unforeseen happens, a large coal mine will soon be developed directly tributary to Portland. A corporation with unlimited capital is back of the enterprise.

"The prospective mine is situated on the north bank of the Columbia. A large sum of money has already been spent in following the ledges, with the aid of diamond drills. The company's object was to find quantity enough to warrant this expenditure necessary to establish the best machinery for mining the coal. What the quality was had already been determined upon, and is of the best grade of bituminous coal. The quantity also must have been found to be satisfactory, as the promoters are preparing to extend a railroad to the mines and begin operations on an extensive scale.

"On a lesser scale other companies are interested in developing coal prospects adjacent to Portland. All over the country surrounding can be found fine surface showings, of the best grades of coal, but owing to a queer geological freak, the lower stratas have not been found. The Coal Developing Company of the Board of Trade has been investigating the matter, and has learned some interesting facts. Failure to locate the lower stratas has evolved the theory that the upper crust of the earth has slipped and disconnected the veins. According to the observations of the development company that seems to be the condition of the coal districts in Washington and Oregon. British Columbia is excepted.

"For the company which will find the lower strata an immense fortune waits. But it is no easy task. Those who have followed the matter almost went wild with enthusiasm when they first saw the fine surface showings. There seemed no limit to the size and number of the ledges. But after following these to sea level they encountered what miners call a 'fault,' or in other words the ledges broke off. It seems as though some gigantic sickle had severed them clean as a whistle at about the same depth. Right down to the dividing line the ledges are broad and well defined, which is sufficient proof that they do not 'pinch out' but were disconnected by some powerful force of Nature at an unknown period.

"According to this theory it now remains for promoters to find the 'lost ledges' by careful scientific study of the geological conditions. The direction of the 'slip' can be easily determined by the worn condition of the earth's markings near the dividing line, but the distance of the slide is not so easily

reckoned. The upper crust may have slipped only a few hundred feet or half a mile or more. This is where the main trouble arises. If the ledges were cut off very far above sea level the lower stratas would be cut in some place or other by ravines or deep gorges, and their presence thus revealed. Nature, however, seems to have done a very thorough job in hiding them from sight, and the only way to find them is by persistent tunneling in the opposite direction of the slide. It is then only a question of plenty of means and perseverance. Men of small means cannot hope to overcome such unfavorable conditions, as it is simply a game of hide-and-seek with the promoter always seeking and the ledges doing the hiding.

"But for the person who figures out the exact location of these 'lost ledges,' there will be millions in it for him. It is reported that the company referred to at the start, has solved the problem and will soon lay down coal in Portland at a very low figure.

"It is said the same trouble was encountered in developing the large coal mines on Puget Sound. The Oregon Improvement Company, it is said, almost went broke before it succeeded in finding the lower ledges in its extensive mines near Seattle. The company, it is said, jealously guards the secret of its success in relocating the ledges."

CATALOGUES.

Hoisting engines and appliances. Catalogue No. 2, Fifth edition. Code word: Asperion. Fraser & Chalmers, Chicago and London, Eng., May, 1920. This handsomely illustrated volume of some 110 pages, treats of hoisting engines, their various types and forms, and the appliances connected therewith. Not only on the continent of America—North and South—but in nearly all other parts of the world this well-known firm has installed hoisting and elevating machinery for mines.

In the introductory notice, a brief description is given of each type of hoisting engine, which, together with the illustration, will enable the practical miner to at once appreciate the various points of merit. The company desire to call special attention to the fact that "Every hoisting engine built by us is erected complete in our shops before shipment. This increases the first cost of such machinery, but is eventually the cheapest course, as it insures the purchaser against costly delays in erection at the mine."

A chapter in this catalogue is devoted to "Hoisting for Deep Mines," which will be of peculiar interest to mining engineers and mine managers. This volume should be in the catalogue library of all live up-to-date mine superintendents and managers of mining property.

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EASTERN COAL AND COKE NOTES.

The Connellsville White Sand Co. claims to have discovered a seven-foot vein of cannel coal in Lower Tyrone township, Fayette county, Pa.

The new breaker of the Cross Creek Coal Co., at Beaver Meadow, Pa., has been in operation for the last week and gives general satisfaction.

Advertisements for miners for the Pittsburg soft coal district continue to be posted at Hazleton, Pa., and other points in the anthracite region.

The Morea colliery at Shenandoah, Pa., which has been idle for several weeks on account of extensive repairs, will not resume operations before September.

The mammoth vein of anthracite coal, which runs from 15 to 50 feet thick, has been located near Pottsville, Pa., and tests are being made to ascertain the extent of the find.

Last week a rather serious riot occurred at the Fernwood colliery, Yatesville, near Wilkesbarre, Pa., where a strike was in progress and in which several miners were wounded.

A tunnel 300 feet in length is being driven at the Bear Valley colliery from the Buck Mountain vein to the Lykens Valley vein, at Shamokin, Pa., and when in operation will give work to 200 men.

At Hametown, Ohio, the Hall Bros. have opened a coal mine on the Aaron Baughman farm and have five-foot vein of coal. They have their switch almost completed, and will be ready to ship coal in July.

At Hooversville, Pa., there is a coal company opening a new coal mine on the Noah Beabes farm, near Dulls Station. Work commenced last week and a branch from the B. & O. Railroad will be run to the mine.

The Harrisburg (Pa.) Patriot says: "Last week the Pennsylvania railroad had a rather unexpected boom in coke shipments and now during the season that has always and everywhere been characterized as dull the Reading announces that its run on hard coal will this week equal if not surpass anything in the history of the road. The bulk of these extraordinary shipments will go to the Point Richmond Yards for immediate tidewater shipment."

It is stated that the Greene County coal field near Pittsburg and known as the Fifth pool, where it borders on the Monongahela river, is the latest one in Western Pennsylvania to be exploited and boomed. Thousands of acres there have been bought and optioned within a year in the expectation of reaping rich reward on its development. Hundreds of thousands of dollars were put into the land by coal operators, and many of the farmers of the county became moderately wealthy through the coal boom. Now it is said that the deposits found are only small pockets, and that instead of the whole county being underlaid with a good vein of coal there is really not enough to pay for mining. The Riverville mine located near Frederickstown had been worked successfully for six or seven years. Further development was ordered and the main entry had been driven back three-fourths of a mile. The miners started to push it deeper, and when it had gone 150 feet the coal gave out entirely and the miners saw a solid stratum of stone facing them. Drilling was resorted to but not a trace of the missing vein could be found.

General Superintendent W. J. Richards, of the Lehigh & Wilkes-Barre Coal Co., will receive proposals for driving a 1,400-foot rock tunnel at Lance colliery, Plymouth, Pa., until Wednesday, July 11, at his offices at Wilkes-Barre.

The Archbald colliery, West Scranton, Pa., which has been undergoing repairs, has resumed operations. The breaker has received a thorough overhauling and when completed will be one of the most modern improved in the valley.

The new Locust Spring breaker, near Ashland, Pa., will be ready to receive coal by July 15. The structure and its machinery cost one half a million dollars. There is no belting in the breaker, 1800 feet of steel cables being used instead.

The Dodge Cold Storage Co., of Philadelphia, has just completed for the New York Central Railroad Co. a cold storage plant at the De Witt yards, Syracuse, N. Y., which has a capacity of 50,000 tons of soft coal. The plant all complete cost \$40,000.

CHEAP EXCURSION EAST AND WEST.

The Great Rock Island Route will sell excursion tickets at very low rates as follows: *Westbound* to Denver, Colorado Springs, Pueblo, Salt Lake City and Ogden, Utah, and return from Chicago and points east of Missouri river on June 19 and 20, July 3, 9 and 17, August 1, 7 and 21, from Missouri River points, June 19, 21, July 3, 7, 8, 9, 10, 17, 18 and August 2, 7 and 21. *Eastward* from Denver, Colorado Springs and Pueblo to Chicago and intermediate points and return on June 23, July 12 and 20, August 4th. Rate on regular fare plus \$2.00 for round trip. Return limit of all tickets, October 31, 1900.

Special Trains One Night out to Colorado will leave Chicago at 4:45 P. M., for excursions of June 25, July 9 and 17 and August 1st. Tickets also good on regular trains. Take advantage of these cheap rates and spend your vacation in Colorado or the old home in the East. Reservations for any of the excursions may be made by applying now to any Rock Island agent or to John Sebastian, G. P. A., Chicago.

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Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

Shafts are being sunk to the coal at Palestine, Texas, and eighty feet below the surface the coal is a good quality of lignite.

The Little Rock (Ark.) Democrat says: "The Mount Nebo Anthracite Coal Co., at Russellville, expects to have 100 union men at work in thirty days."

The Intelligencer, of Wheeling, W. Va., says: "The Davis Coal & Coke Co. is acquiring a large body of valuable coal land in the Monongahela valley."

Something like 25,000 tons of soft coal, New River, was shipped abroad last week from Newport News, Va., about 40 per cent of it going to the Mediterranean.

The Knoxville (Tenn.) Tribune says: "It is probable that the Black Diamond Coal Co. will be out of the hands of a receiver and reorganized within a short time."

In the Birmingham, Ala., coal district the Tombigbee and Warrior rivers were at flood tide on account of the recent rains and some considerable damage is reported as done to coal mines.

Warrants were issued last week for the arrest of the riotous Lonacoming, Md., coal miners. A number of prominent citizens were injured and further outbreaks may be expected, as there is much opposition to unionism.

"W. J. Morgan, who recently purchased the Shaver coal tract south of town and immediately south of the Pittsburg-Ohio mine, has contracted for for trestles, tipples, etc.," says the Wheeling (W. Va.) Intelligencer, "and it will be ready to hoist coal by October." It will be an electric machine worked mine."

Three new coal companies were granted charters at Charleston, W. Va., last week: The Macomah Coal & Land Co., the Hope Coal & Land Co. and the Phoenix Coal & Land Co., in each of which the nominal incorporators are ex-Governor W. A. MacCorkle, W. E. Chilton, J. E. Chilton, T. S. Clark and J. E. Scaggs, all of that city. The subscribed capital is \$500, the privilege being reserved to increase to \$100,000. The principal office of each company is to be at Dego.

The Carver Coal Co., Charleston, W. Va., are greatly improving their property twenty-two miles below that city. The company has driven a tunnel through the mountain to the fork of the Poca river at which point they are driving six mine openings into a large area of coal. There they expect to erect a large electric plant to haul their coal to their main gathering place, from whence it will be hauled out of their mine by one of the largest rope haulage plants in West Virginia.

The Richmond (Va.) Dispatch says: "The work of prospecting for coal in Powell's Fort Valley, ten miles east of Woodstock, is being pushed forward again. A shaft is being sunk near Cross Roads, and at fifteen feet there is every indication that a good quality of coal can be secured. It is claimed by some mining experts who have been on the grounds that there is no doubt as to the final results, and it is considered by others that there are evidences of oil. The persons who are sinking the shaft have secured options on about 10,000 acres of land."



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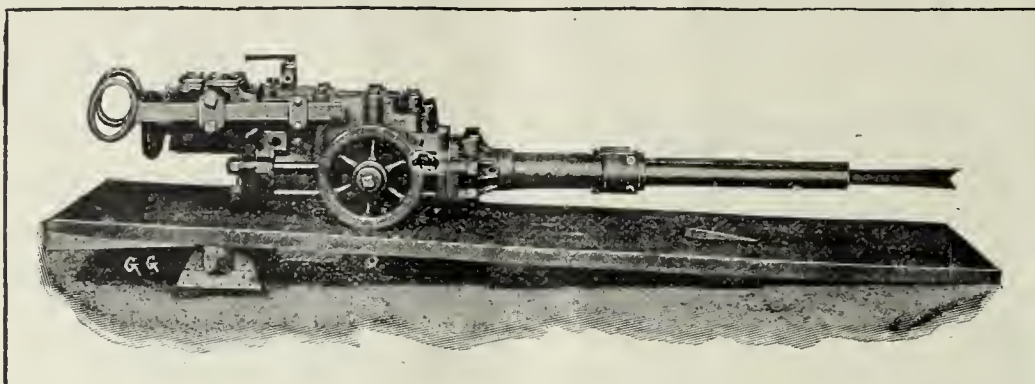
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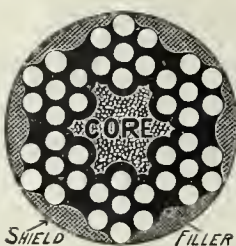
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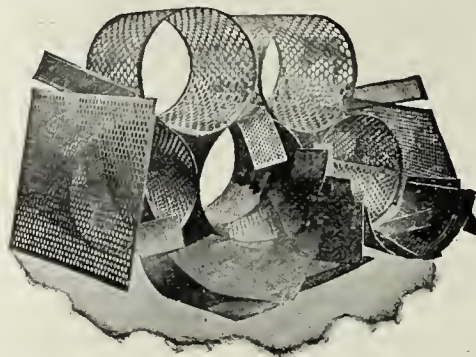
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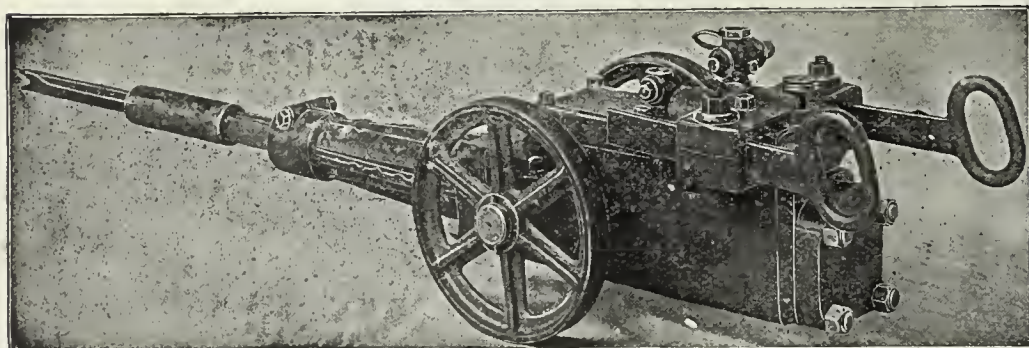
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VOL. 25. JULY 14, 1900. No. 2.

MARKET REVIEW.

Receipts of anthracite coal by lake at Chicago, according to the Bureau of Coal Statistics, published in these offices, from June 1 to June 30, show a decrease as compared with the same month last year, while all-rail receipts show an increase of about the same tonnage as the decrease by water, but for the year to date there has been an increase by lake and a heavy decrease by rail. Shipments show a small increase for the month but a decrease for the year.

Bituminous coal receipts at Chicago for the month of June have increased from Pennsylvania, Ohio, Illinois and Indiana, but have decreased from West Virginia. Shipments from Chicago show a fair increase.

Coke receipts at Chicago during June as compared with that month last year show a small decrease—about fifty cars, but shipments hence have increased by about fifty-four cars. The increase in receipts for the year to date is large.

Anthracite coal is quiet throughout the West. Salesmen on the road are few and the outlook is for a dull period for several weeks to come. This is only natural after the activity which prevailed in June when the buying was so general. Every dealer in the West bought more or less anthracite for late summer and early fall delivery and orders have been so large and spread over so much territory that it will be utterly impossible for the companies' agents to make deliveries within the time specified. Hence the chances are that deliveries may be extended through the next two months. Some shippers are hundreds of cars behind with their orders and declare it is utterly impossible to get the

coal forward either direct to the trade or for reconsignment. Several hints have been dropped in regard to the probability of a shortage in chestnut and this is now taking more definite shape, some shippers having been directed to sell no more except at ruling prices at the time of shipment. It would not be surprising if nut coal sold at an advance above the other domestic sizes before the end of August. Consumers generally are purchasing winter's supply quite freely at the advanced figures.

Bituminous coal, despite the rather unfavorable conditions with which it is now surrounded, is in fair shape as a whole. The Western operator stands a show of being menaced by increased shipments from the Eastern producers a little later, when the upper lake ports become filled to repletion, as they will be if coal goes forward as rapidly during the next four months as it has done since navigation opened. This is, perhaps, the only cloud on the horizon at present. Contracts generally are hard to close because shippers positively refuse lower figures or more favorable terms than they have made recently, hence there is still quite a good deal of business of this character yet to close. The industrial demand in the Western states is steadily growing and observers have no difficulty in discerning that the manufacturing outlook grows more propitious each week. This should not fail to inspire confidence and encourage soft coal operators—small as well as large producers. Apparently, there is little doubt that the conservatism of producers in restricting their output more in conformity with the demands of the market, has resulted in giving it tone and a degree of strength which had not been expected.

Coke, generally speaking, begins to manifest more life, and while it cannot be said that there is any great activity, there is certainly more demand than there was last month. The market is not yet expansive enough to take in all the coke offered and surplus fuel on track means a sacrifice for some one.

Our New York representative reports, anthracite dull with little noticeable change from the previous week. As many of the producing companies closed their fiscal year June 30th, there will be a radical curtailment of production this month, and probably in August, unless the indications of strike trouble become more pronounced. So far few dealers have bought and had delivered any large tonnage for future use, while there is every probability that the circular will be advanced later in the season; hence the argument in favor of early purchases without taking into consideration the labor trouble feature at the mines. Buying in the East is restricted to small blocks for shipment during the month. Prices are maintained at circular because there is practically no inducement to cut them. Chestnut is well sold up and scarce. Broken is more plentiful owing to furnaces going out of blast. Steam sizes are firm and the supply is better. Soft coal on the Eastern seaboard is now afflicted with the usual dullness peculiar to midsummer; but already there are some signs of improvement as indicated by the inquiry coming forward. The restriction of shipments from the mines on account of railroads limiting the supply of cars has had the effect of clearing off a lot of coal, and has put the market in better shape generally. Business in the far East has improved, and orders for coal are coming forward more regularly. The better grades of soft coal are in demand along the Sound; but in New York harbor trade is quiet. Exports are well maintained despite the fact that ocean freight rates are higher to the Mediterranean. Transportation from mines to tide is all that could be desired.

Buffalo advices are that soft coal is not only in heavy supply, but leading shippers are vying with each other in low bids on contracts, and a further fall in the price appears inevitable. Competition from Ohio into Canada continues strong. Lake shipments of coal for the week were 76,085 tons, all anthracite except 1,000 tons of bituminous to Duluth and 450 tons to Depere, distributed as follows: Chicago, 26,400 tons; Milwaukee, 19,470 tons; Duluth-Superior, 9,600 tons; Waukegan, 4,800 tons; Racine, 2,100 tons; Marquette, 2,060 tons; Fort Williams, 2,000 tons; Toledo, 1,955 tons; Ashland, 1,350 tons; Sheboygan, 1,100 tons; Depere, 1,050 tons; Houghton, 1,050 tons; Portage, 1,000 tons; Green Bay, 950 tons; Lake Linden, 750 tons, and Port Huron, 400 tons. No change in lake freights, but rates are said to be weak.

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Red ash.....	5.50

The anthracite coal trade shows little change from last week. Business generally is dull though some producers are inclined to think there is a little better demand from some of the territories, yet it is not noticed and seems to have no effect upon the trade. The fact, however, that notwithstanding the large production last month, stocks have shown no material increase, would indicate that the coal is moving off in a quiet way to dealers yards. With the closing of the fiscal year, June 30, of a number of the larger companies there will be a radical curtailment of the production this month, which may be carried into August, unless indications of a strike in the hard coal regions become more threatening, as there is a desire to so regulate the tonnage as to make the present prices effective and protect all orders that have already been placed for future shipment. While few dealers have laid in any amount of stock for future use as yet, it would seem to us as if the dealer who bought ahead this year will be the best off, as with labor disturbances at the mines, and a probable shortage in cars, and further advances in prices later on, present purchases should show a fair margin of profits when the active season sets in. There is considerable apprehension that the various grievances of the miners may cause a strike before the fall. During the week delegates representing 104 local lodges of the United Mine Workers, with a membership of 16,000, held several secret conferences in regard to strikes in the district. They will endeavor to bring the operators and men together. Trade in the East continues quiet, though there are a few more orders coming forward and the indications are for a large movement of anthracite in this direction shortly. Some small blocks of coal, we understand, have been sold by individuals for shipment during the month, at figures somewhat below the list. Trade along the line has dropped off except in those directions where harvesting is further advanced and dealers are making more inquiry and are placing some orders for future use. Prices so far as we can learn are well maintained, though there is not enough business being done to form a fair opinion, yet the companies have the situation so well in hand this year, that there will not likely be any deviation from the regular schedule figures. There is plenty of coal of the various sizes to meet all requirements, though nut coal is pretty well sold up. Broken is more plentiful than it was, due it is said, to some of the iron furnaces closing down. Steam sizes are in fair supply though prices are firm.

There is little that is new in Atlantic seaboard soft coal trade. What with the usual midsummer dullness and the holiday coming in the middle of the week has detracted a good deal of interest which has made the market seem even more quiet than it really is. It is thought, however, in the last day or two that there are signs of some improvement and already there are a few more orders coming to hand. It seems that quite a number of consumers who were attracted by the low prices and bought considerable of this cheap coal now find that it is not as satisfactory for their purpose as they anticipated and are placing orders for the better grade of coal. Middlemen who contracted for certain amounts of coal early in the season to be taken in equal monthly proportion are complaining a good deal on account of the low prices named as they are practically out of the market as regards any new business, besides being threatened with suits for non-fulfillment of contract. The embargoes placed on shipments to tidewater has had the effect of cleaning up a lot of coal that has been offering around the market at low figures and has created a shortage in some directions that must have a good effect shortly upon prices and the general tone of the market. It is evident that the railroad has the situation well in hand and by controlling the car supply will create a demand probably before the dull season is over. There is nothing new in regards to the George's Creek strike. The men are still out and it does not look as if they would go back for some time. The majority of the men seem anxious to go back to work, but the producers are in no hurry to have them return as there would be little business at present. Trade in the East is somewhat improved and orders are coming in more regularly than they were. Along the Sound there is a fair demand for the better grades of coal, most consumers having enough of the poorer grades to last them for several months. Trade in New York harbor is quiet. All rail shipments are curtailed from what they were. The foreign demand keeps up notwithstanding that ocean freights are quoted at 17 shillings (\$4.08) to France from the lower ports and we hear of shipments being made on this basis.

Transportation from mines to tide is good. Car supply is short with those shippers not taking prompt care of the coal as it arrives at tidewater.

In the coastwise vessel market vessels are in fair supply and rates firm. We quote as follows from Philadelphia to Boston, Salem and Portland, 75-80; Providence, New Bedford and the Sound, 65-70; Wareham, 85-90; Lynn and Bangor, 90; Newburyport, 95; Portsmouth, 80; Dover, 1.15-1.25 and towage; Saco, 1.15 and towage; Gardiner, 85-85 and towage; Bath, 80. The further lower ports are 10 cents above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

JULY 12, 1900.

Soft coal is as much a drug on the market as ever and to add to that the leading companies in the trade appear to be conspiring to make the situation as bad as possible by low bids on contracts. A drop in the prices was probably inevitable, but it has been made all the worse by the sharp competition.

Here is the bidding on 1,000 tons of lump for the city waterworks: Palen & Burns, \$2.05; Rochester & Pittsburg, \$2; Shawmut, \$2; Donnelly & Dunham, \$1.80; Williams & Peters, \$1.85. As there is \$1.05 in rail freight to come out of this it will be seen that there is not much in it for an individual, though as three of the bidders have roads behind them they come out somewhat better.

The above is a mere remnant asked for by the city on account of the supply of last year running short. There will be opened on Friday the bids for 40,000 tons for the same works, which is the large city contract of the year. The same sharp competition is to be expected.

In view of the situation it is seen to be useless to quote the former prices, so a leading dealer who has an entire grasp of the trade, gives out the following as the probable run of individual sales for the near future: Pittsburg lump, \$2.00; lump and nut, \$2.40; mine run, \$2.30; slack, \$2.00; Blossburg smithing, \$3.00, all per net ton on cars; steamboat fuel, \$2.80, delivered on board by scow.

There is a continuation of the competition from Ohio in Canada, which is easily reached by car ferry from Conneaut to various Canadian ports and also all rail via Detroit. The Buffalo interests ought to hold this end of the trade there, but it is not so easy for the district west of London and St. Thomas.

There is a somewhat better showing of coal shipment by lake, though the complaint of a scarcity of coal continues. There appears to be a good showing of orders, as the goodly number of small ports in the list shows, but the mines are holding up the output very severely, for a reason that does not appear here, and all that there is to do is to wait.

Following is the amount of lake shipment for the week: Chicago, 26,400 tons; Milwaukee, 19,470 tons; Duluth-Superior, 9,600 tons; Waukegan, 4,800 tons; Racine, 2,100 tons; Marquette, 2,060 tons; Fort William, 2,000 tons; Toledo, 1,955 tons; Ashland, 1,350 tons; Sheboygan, 1,100 tons; Depere, 1,050 tons; Houghton, 1,050 tons; Portage, 1,000 tons; Green Bay, 950 tons; Lake Linden, 750 tons; Port Huron, 400 tons; a total of 76,085 tons, all hard coal except 1,450 tons, of which 1,000 tons went to Duluth and 450 to Depere.

Freight rates are as follows: Chicago, 65 cents; Milwaukee, 60 cents; Duluth, 40 cents; Waukegan, 65 cents; Racine, 65 cents; Marquette, 45 cents; Fort William, 50 cents; Toledo, 40 cents; Ashland, 40 cents; Sheboygan, 70 cents; Depere, 60 cents; Houghton 45 cents; Portage, 45 cents; Green Bay, 60 cents; Lake Linden, 45 cents; Port Huron, 40 cents.

There is no change in the lake freight situation, but rates may be said to be weak, for there is rather more tonnage than can be loaded at this port. Still the shippers are not inclined to force the rates down just now.

Salesmen report the hard coal market dull, with a prospect of its remaining so for a considerable time, at least to the end of this month, as buyers do not look for any change of prices right away.

Prices of anthracite are, per this month's circular, strong as follows: Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3.00; all per gross ton on board cars at Buffalo or Suspension Bridge.

Buffalo local anthracite, Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, all per net ton from trestle, with \$1.00 additional for delivery.

OMAHA, NEB.

JULY 10, 1900.

Considerable comment has been expended regarding the anthracite situation in the Missouri River country. Many claiming that dealers in this section have placed heavy orders to come forward under the terms of the June circular. On the other hand, it is stated that no considerable tonnage has been provided for. Some of the traveling sales agents have asserted that they have all of the Omaha territory orders safely landed. If this is true, it would be advisable for these self same hustlers to come back and make another cast of the net, for there still remains in the lake some good sized fish—and a considerable number of fair sized ones.

Unless dealers have been persuaded into buying, and have become ashamed of so doing, no great amount of coal has been secured yet.

Dealers in this neck of the woods are almost a unit in saying that they do not propose to follow the time honored custom of straining their storage room or their bank accounts, to provide a stock of coal for which the experience of the past few years furnishes no warrant. This is a wise conclusion, as the chances are in favor of the man who is conservative enough to trust his own judgment, and to buy his coal on the market as it is needed. The bank interest on the coal will more than offset the advance in the circular price, and with the uncertainty concerning the freight rate, the chances of which are all in favor of a reduction, no man can afford to stock up his winter supply of coal now. Extended delivery, such as has been repeatedly offered, carries on its face the idea that the sales agents and their principals have no faith in the stability of the future market.

The demurrage rules now in force are acting as a safety valve on the market, and dealers are not going to be caught at some future date with a lot of coal which may be crowded on to them at the end of some unlucky month when shippers are in their turn forced to send the coal forward.

No, the chances are that the Missouri river country will prove to be this season at least, a regular steady customer all winter, buying coal at current prices and paying current freight rates at the time of shipment. This plan has much to recommend it and there is but little to say against it.

The short supply of coal and the short car theory are ghost stories, the fallacy of which has been fully demonstrated in recent years. But the certainty of the interest account is an established fact as is also the fact that coal is always highest during the summer months. Somebody always has the misfortune to overestimate the requirements of the market and is willing to "divvy up" in order to "clean up."

Since July 1st soft coal has trimmed its sails to actual requirements. Trade in this line is reduced to the regular steady demand of daily needs. The railroad yards are empty of loaded coal cars and now a stranger going through them does not ask "Where are the coal mines located? If I had time I should like to visit them."

CHICAGO MARKET.

Shipments of anthracite to the country are by no means as active as it was expected they would be and for which several reasons are assigned; the most plausible one being that as coal will be no higher for the next few weeks, there is no occasion to have it hurried forward. The actual sales which have been made since the recent advance of 25 cents per ton, July 2, have been light and it is not thought that the buying movement will be large for some time, which in the ordinary cause of events, means six or seven weeks. And yet there is a certain amount of business doing, though the deliveries are not confined to the current month; indeed, in this matter there appears to be quite a difference of opinion and practice. Some of the big shippers state there is every reason to believe that there will be the same heavy demand for nut and pea this season, such as has characterized the market for several years, and there will be the same scarcity, not to say shortage of the larger size, with a strong probability of its commanding a premium later on, or when second and third orders begin to come forward. Many of the large retail distributors of anthracite have increased their orders as they now find that domestic consumers are ordering their coal at a lively rate, and that a goodly proportion of them are demanding cash with the order or are making C. O. D. deliveries. As there is now an almost certainty of lake freights advancing, city as well as dealers on the outside will make no mistake in taking in what anthracite they require until the end of the year.

Soft coal shows further improvement and although it is not at all pronounced, it savors somewhat of a foretaste of better things to follow. If the sellers—operators as well as shippers—continue to act with as much caution and conservatism through the remainder of July, as characterized their dealings in June, and not attempt to force tonnage, the critical period will be passed and they will have cause for congratulation during the fall months. June and July are the crucial months in the soft coal market locally, and if they are safely passed without undue sacrifice or overproduction and consequent burdensome supply, there is good cause to believe that the late summer and early fall trade will be all that could be desired as regards steadiness in price. Smaller contractors are falling into line and placing their tonnage with less argument and hagglng than had been expected. The stronger tone assumed by the shippers has had a good effect upon buyers, and the result is that the market has gained several points in strength. Threshing coal continues in fair to good demand, and shipments well up to the average. Eastern coal is rather quiet and steam varieties in moderate demand only. Several of the Western railroad systems are curtailing their supplies, though this is a temporary measure only, and as soon as the small grain crop begins to move, full maximum amounts will be taken—before end of month.

Coke, though still weak and vacillating in price, begins to show a little better inquiry, but the depression in the iron market is too perceptible and too deeply seated, not to seriously affect the demand for the gray fuel.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.			
ANTHRACITE COAL.		BITUMINOUS.	
Grate.....	\$5 25	Carterville washed nut.	\$2 25
Egg.....	5 50	DuQuoin.....	2 50
Stove.....	5 50	Wilmington.....	2 50
Nut.....	5 50	Spring Valley.....	2 50
Grate from yard or dock.	5 25	Riverton, Marion } ..	2 25
Egg, stove and nut from	5 50	and similar grades }	2 25
dock or yard.....	5 50	All Spgld. district }	2 25
Domestic sizes at retail..	6 25	Penwell and Pana }	2 25
		Alton district.....	2 25
BITUMINOUS.		EASTERN COALS.	
Brazil Block, Ind.....	2 55	Pocahontas }	
Sullivan county, Ind....	2 25	Maryland }	
Sullivan county, Ind.,		New River }	
nut.....	2 00	Lump and Egg.....	3 75
Island, Ind.....	2 30	Ocean.....	3 25
Island nut.....	2 00	Montana.....	3 25
Coxville, Clinton, etc....	2 00	Winifrede Splint.....	3 25
Hocking Valley, Ohio....	2 85	Thacker.....	3 25
Carterville, Ill.....	2 50	Raymond.....	3 25

CONNELLSVILLE, PA.

JULY 10, 1900.

The Courier says: "There are good signs to the coke trade this week. Both production and output took a little bound upward. The estimated tonnage of the region was 10,000 tons greater than it was the week previous and the output in cars was near 500 cars greater. The increased tonnage was the result of a six days' run at the Frick plants and all but a few other works in the region. This week both production and output will go down again owing to a general lay-off all over the region for the Fourth of July.

"Coke prices have declined under the shortening up of the demand, but not to the extent some of the iron trade papers would have the coke trade believe. One iron trade organ quotes Connellsville furnace coke at \$2.50-2.75, and another \$2.25-2.50. We are advised that no Connellsville coke has been sold under \$2.60, and that sale hardly established a market price. Furnace coke may be quoted at \$2.60-2.75. Latrobe coke is quoted as low as \$2.00 per ton. A very small proportion of the product of the Connellsville region is offered in the open market, the bulk of it being sold for the year at prices ranging from \$3 to \$3.50. The operators show no disposition to cut prices. They think the present high prices of iron justify liberal prices for coke, and in order to maintain prices they prefer to curtail production by blowing out a portion of their ovens, than to accumulate stock and bear the market."

PHILADELPHIA, PA.

JULY 9, 1900.

The promulgation of the new circular July 2, by the various anthracite companies, has had little effect upon the market. Trade generally is dull and dealers do not appear to be in a mood to talk coal with the prevailing torrid weather. The companies report having booked some orders at the new figures but does not amount to much in volume and is more in the way of filling out on special trade. Prices on the whole are nevertheless well maintained and it is thought there will be little difficulty in obtaining full list figures as soon as buying starts in. Individuals continue to cut below the circular just enough to take what little tonnage is offering, but this seems to have little effect upon the general market as buyers appreciate this will be lost sight of in a more active market. The most encouraging feature at this moment is the rigid curtailment of the output so far this month, and the belief is that the companies will continue to restrict in harmony long enough to allow the present stocks to become depleted and make the new schedule effective. The companies have no great amount of stock on hand, though there has been a good deal of coal sent forward to the various storage yards for future distribution, which of course has to be taken into consideration. The trade along the line proper has fallen off somewhat from what it was, and little is expected from this source for some weeks yet. Prices, however, are firm. The various sizes are in sufficient supply to meet all immediate requirement. The trade for the first six months of the year has been a record breaker so far as tonnage goes. The output amounting to 22,463,022 tons, or about 2,000,000 ahead of last year for the corresponding period.

The soft coal trade continues quiet, though there is, if anything, a little better demand and prices are somewhat more steady than they were. This is due to the fact that a lot of the cheaper coals that have been thrown on the market on account of demurrage charges, and offering at extremely low prices, have been gotten out of the way and are embargoed on future shipment by the railroad. The consumer, too, has had enough of this low grade of coal and is making inquiries for a better article, and is apparently willing to pay more money for it. The large railroad contracts, we understand, are still open, notwithstanding that cheap coals have been offered them at low prices, and the idea seems to be that they will not contract for anything outside of the better coals and may close privately with the various producers. Shipments to Europe are going forward with a good deal of regularity, and while it does not show large increases over last year, it is opening up new fields that may develop into a large trade in the future.

Transportation from mines to tide is good with a fair supply of cars.

In the coastwise vessel market vessels are in good supply and rates firm. We quote as follows: To Boston, Salem and Portland, 75-85 cents; Sound Port, 65-70 cents; Wareham, 85-90 cents; Lynn and Bangor, 90 cents; Newburyport, 95 cents; Portsmouth and Bath, 80 cents; Dover, \$1.15-1.25 and towage; Saco, \$1.15 and towage; Gardiner, 80-85 cents and towage.

PITTSBURG, PA.

JULY 12, 1900.

It begins to look as if the Pittsburg Coal Company would have plenty of good, live competitors before many moons, and while the officials of the company will not admit that the new concerns will bother them, it is the opinion of the wise men of the trade, that this is only a bluff. F. L. Robbins, president of the company, last week appeared before the court in Washington county, and sought an injunction restraining the Midland Coal Co. from constructing a railroad through property belonging to him personally, and other property belonging to the Pittsburg Coal Co. This action seems to indicate that they appreciate the fact, that they will have to do some fighting if they wish to absolutely control this market.

Considering the condition of the iron markets, the coke operators are holding on to their high prices with a remarkably firm grip. Though ovens are being blown out and production is being curtailed, it cannot be said there is anything like dull times in the Connellsville region. It must be remembered that the coke trade has had a remarkable period of prosperity. It has a long ways to fall back before it reaches a stage of dullness, and there is no apprehension that a slump of such proportions will occur.

The Gordon Coal & Coke Co. of Pittsburg, recently organized, will operate mines and coke ovens near Rimerton on the Allegheny Valley R. R. The company owns a tract of coal land three miles long and two miles wide.

J. V. Thompson of Unionville, Pa., has secured a large tract of coal land situated in Dunkard, Whiteley and Cumberland townships in the eastern end of Greene county, Pa., and will immediately undertake development work.

Noble F. Sanford and Jessie H. Sanford of Carnegie, Pa., have purchased 1,000 acres of Washington county coal property in Pennsylvania from James A. Phillips of West Brownsville. The tract is to be developed at once for the market.

A test hole drilled near Oakdale, Pa., has developed a good vein of cannel coal, which is said to be found in quantities that would make development work very profitable. It is said that under the vein of cannel coal, there is a vein of fire clay of fine quality. A Connellsville company is the discoverer of the vein, the Connellsville White Sand Co. Work will be continued still further, for it is believed there may be a second vein of coal still further down. The company will immediately begin work on the first vein, and the officers are confident that they have found a bonanza.

The yield and value of the coal produced in California during 1899, according to the report of State Mineralogist A. S. Cooper, was 160,941 tons, amounting to \$420,109.

A party of stockholders has just returned from a trip over the line of the Choctaw, Oklahoma & Gulf R. R., who pronounce the outlook for business good. The great development is the mining department. By the end of the current year the thirty mines, along the Choctaw road will be equipped to produce 10,000 tons of coal a day, in addition to which there are 150 coke ovens. The market for the company's coal is reported to be steadily broadening, and the sales this year are expected to reach 1,000,000 tons, as against 550,000 tons last year.

WHEELING, W. Va.

JULY 10, 1900.

West Virginia coal is still to have another outlet to the great lakes, and with the building of this latest road, the coal of southeastern Ohio, and the coke of the Connellsville region is also to find an outlet by the same route. The new road is to be built from a point south of Bellaire, Ohio, to Medina, Ohio, where it will have two connections with Lorain, and but a few miles further south on its line, it will connect with the Valley Railroad, owned by the Baltimore & Ohio, and connecting with Cleveland. The new road is the outcome of the determination of capitalists connected with the Baltimore & Ohio to develop the coal territory in southern Belmont county, Ohio, and other enterprises which have been set on foot. Ohio county, West Virginia, will subscribe \$50,000 to a new railroad which is to be built from Connellsville to Wheeling, and another line, which is to also connect the Ohio river country with the Connellsville coke fields is already under way. The West Virginia Short Line Railroad will be completed from Clarksburg, the center of the Central West Virginia coal fields, to New Martinsville, on the Ohio river within three months. All these roads are seeking the best outlet to the west and the lakes. At present, no road offers satisfactory connections from the Ohio river to the lakes. The new road from Connellsville to Wheeling will be the shortest route between the two points, and with the proposed, or rather certain new road to Medina and its connections, the shortest route for coke to the west will have been secured. The Baltimore & Ohio is not known surely to be back of the enterprise, but the people who are appearing above the surface are all more or less intimate with Baltimore & Ohio affairs. The interest of the Baltimore & Ohio is easily understood. At present all its Western coal and coke business is carried by way of Pittsburgh, except that originating in the Fairmont region, and not so little of that goes that way. The haul is longer than that of some of its competitors, and this must be obviated if the business would be held and built up. With the Wheeling Bridge & Terminal Railway property in the hands of the Pennsylvania Co., the Baltimore & Ohio is cut out of what it once claimed as its own, and the Bellaire bridge must be made to do the service which the Terminal bridge at Martin's Ferry was expected to do.

Three hundred men at the Flemington Coal & Coke Company's works in Taylor county have struck against a reduction of twenty per cent offered them by the management. As yet there has been no actual violence, but there has been threats and placards have been posted that cause the management considerable alarm. As a result the management appealed to the county commissioners of Taylor county for officers to guard the property, where it is intended to put new men to work as soon as they can be gotten. A strange set of circumstances came to light when the application was made, the prosecuting attorney and sheriff of the county were both in Charleston attending a meeting of a state convention, and there was no one in the county with authority to act. The interests of the coal company were consequently compelled to await their return.

The past week in the Fairmont region has been hardly as good as the weeks that have preceded it. This is no more than natural, however, and is not any sign of permanent depression. All over the country, the iron, steel and glass industries are at a standstill on account of the summer stoppages, and the warm weather makes the demand for coal for household and heating consumption almost nothing. Another week or two of stagnation will not be unexpected, nor will it be entirely undesirable. The men have been working without a break for months, and will be glad to get a few days rest, and there will be opportunities for making repairs about the mines that are much needed.

In the West Virginia Central region, the dullness is less felt, although the demand is hardly as it was a few weeks ago. This region ships less coal for use in iron and steel mills, and as a result it is not feeling the shutdown so keenly.

In the Kanawha valley there is demand for all the coal that can be gotten out. The high water of the past two weeks in the Kanawha and Ohio rivers has cleared the pools of all the coal that was loaded, and the empty boats are coming back to be reloaded. As usual, the Kanawha mines were able to reach the lower river markets from five to seven days ahead of the Pittsburgh fleets, with consequent advantage to themselves.

BALTIMORE, MD.

JULY 12, 1900.

Eastern coal rates stationary though a declining tendency is noticeable. Bangor, 95; Portland, 80; Boston, 85; Salem, 80; Portsmouth, N. H., 85; New Haven, 75; Bridgeport, 75; Providence, 75; Allens Point, 80; New Bedford, 75; Fall River, 75; Galveston, \$1.75; Jacksonville, \$1.30; Savannah, \$1.00; Port Royal, S. C., \$1.25; Charleston, \$1.10; Velasco, Texas, \$2.35; Vera Cruz, \$3.00; Key West, \$1.85.

Coal charters since last report:

Schr Mary T. Quinby—Baltimore to Bangor, 90c.

Br Stmp Somerhill—Baltimore to Havana, p. t.

Nor Stmp Atlas—Baltimore to Sagua, p. t.

Br Stmp Acanthus—Baltimore to Tampico, p. t.

Schr William Churchill—Baltimore to Boston, 90c. to wharf.

No change in the George's Creek strike situation.

John K. Cowen, president of the B. & O. R. R. Co., said recently to a reporter on a Baltimore paper: "As to our coal trade, the indications point to an extensive export traffic. If it assumes the proportions which it may assume within a few years, I believe that coal exports alone will require one-third of the total tonnage now needed to carry export shipments from the United States. We are anticipating an export trade, and the docks being completed at Curtis Bay, on Baltimore harbor, have been planned partly with this idea in view, although they will be used, of course, for general shipping purposes.

"The cost of exporting coal from the mines has been reduced to a minimum by the railroad companies through the use of heavier locomotives, larger cars and the reduction of grades, allowing the hauling of a very large tonnage by one engine. The introduction of labor-saving machinery into mines is constantly increasing, thereby reducing the cost of mining. Possibly further improvements will be made in the labor-saving apparatus now in use in the mines, although on this point I am not prepared to say."

ON THE WING.

Mr. and Mrs. W. P. J. DeLand, of Chicago, are spending a week at Sheboygan, Wis.

Mr. J. W. Finkbine of the Green Bay Lumber Co., Des Moines, Iowa, was visiting the Chicago coal trade this week.

Reading's anthracite tonnage for twelve months to June 30 is estimated 9,104,680 tons, an increase of 752,570 tons.

The Huntingdon & Broadtop Mountain Railroad & Coal Company announces a semiannual dividend of $3\frac{1}{2}$ per cent on the preferred stock, payable July 26.

The Pittsburgh Coal Company, Pittsburgh, Pa., has declared a dividend of $1\frac{3}{4}$ per cent on the preferred stock, payable July 25. Books close July 16, reopen July 25.

The attention of operators who crush their coal previous to washing for coke purposes is called to the illustrated article on another page, showing Simpson's pulverizer. Write for a descriptive catalogue.

Mr. A. Mitchell of Mitchell, Spalding & Co., 215 Dearborn street, Chicago, is enjoying himself in the White Mountains with his wife and daughters. Mr. Mitchell has visited Canada and is not expected home until August.

Mr. S. C. Schenck, Toledo, Ohio, agent Delaware Lackawanna & Western R. R. Co.'s Coal department, was in Chicago on Tuesday and Wednesday, this week. Mr. Schenck was accompanied by his son, Mr. D. D. Schenck.

The Dock Board contract for 2,000 tons anthracite coal delivered was awarded to W. C. Moquin last week at \$3.75 per ton. The other bidders were G. W. Winant & Son, \$3.80; Curtis & Blaisdell, \$3.95; J. H. Meyer, \$3.99; A. M. Wittenberg, \$3.77.

Mr. C. W. Campbell, manager of the "Retail Steam Department," of the Peabody Coal Co., 215 Dearborn street, Chicago, reports that business is picking up in good shape and promises to be fairly active by the end of the month.

Mr. F. H. Juckett, Coal & Coke etc., Cedar Rapids, Iowa, has been awarded the contract for the Independent School District, of Cedar Rapids, to furnish them 1160 tons of his Diamond Block lump coal at 44 cents advance over last season's price.

Messrs. J. S. Jones and H. C. Adams, of the Jones & Adams Co., 355 Dearborn street, Chicago, will leave on Sunday, P. M., for the Pacific Coast for a few weeks vacation. They will visit Seattle, Tacoma, San Francisco and other points of interest.

THE BLACK DIAMOND is pleased to note that Mr. J. D. Negley, formerly of Chicago, and well and favorably known to the coal trade there, has been appointed superintendent of the Delaware, Lackawanna & Western R. R. coal docks at Hoboken, N. Y.

Mr. Chas. W. Jackson, Old Colony Building, Chicago, Western manager of the Davis Coal and Coke Co., goes East today, Saturday, July 14, to New York and West Virginia on business connected with his company. He expects to be away about ten days or two weeks.

Our New York representative says he was in error in stating in our issue of June 23rd that Messrs. Green & Burrows were agents of the Lehigh Coal & Navigation Co.'s Eclipse coal. They represent Messrs. Castner, Curran & Bullitt in New York, and of course will sell any coal that they may have for sale.

George Warren Furbeck & Co., 92 La Salle street, Chicago, incorporated, have sold out their interests to Delos Hull & Co., taking one-quarter of the stock of said corporation. All accounts with or against the firm of George Warren Furbeck & Co., will be settled at the office of W. F. Furbeck & Co., 151 Washington street, Chicago.

A dispatch from Denison, Texas, says: "The Choctaw, Oklahoma & Gulf Railway Co. has leased all its coal mines in the Indian Territory to the Kali-In-La Coal Co., and will no longer have anything to do with the operation of the mines along its route. It has also leased its coke plants, which are to be operated by the Kali-In-La Co."

The Telephone card sent out to the trade by Messrs. Whitney & Kemmerer, of New York, is not only very attractive but a very useful one and is greatly appreciated by their friends. The card gives a list of all the wholesale and retail coal dealers in Greater New York and their telephone numbers, and is printed in two colors with large type that can be read at a glance.

Mr. David J. Lloyd, M. E., C. E., general manager of the Eldon Coal & Coke Co., Eldon, Iowa, was in Chicago last week buying supplies for his new mine. Mr. Lloyd made a pleasant call at the offices of THE BLACK DIAMOND, and in course of conversation remarked that the shaft would be down to the coal before July closed, and he would be hoisting commercial coal in good time for the fall trade.

President J. E. Knapp, of the Columbus & Hocking Coal & Iron Co., says: "The output so far for this fiscal year, which began April 1, has increased about 95,000 tons, while earnings have increased, approximately, \$25,000. The new mine at Doanville, O., to be thoroughly equipped with modern machinery, will be ready for operation this fall, and will add materially to the output of the company."

The Jones & Adams Co., Chicago, whose mine at Springfield, Ill., is to be thoroughly overhauled during August, will modernize that property in every respect. New top works are to be built with all the latest improvements, screens, self-dumping cars, etc. An electric plant will also be installed for underground haulage to supersede the mule. The capacity of the mine will be increased to about 1,200 tons a day.

Fraser & Chalmers, Chicago, have received from the Anaconda Copper Mining Co. orders for a large amount of machinery for their new concentrating plant, which will have a capacity of 4,000 tons per day. This machinery includes 24 heavy pattern 5-foot Huntington centrifugal roller quartz mills, 24 sets of 40x16 inches crushing rolls with forged steel shells, and 24 Blake crushers, sizes 24x12 inches and 15x9 inches.

We are glad to see Mr. W. S. Wells, of New Haven, around again after undergoing a critical operation on his right eye. Mr. Wells has for some time been troubled with a cataract on his eye, which threatened the loss of the sight of one of them and necessitated the removing of the crystalline nerves, which laid him up for some weeks. While he has not yet got the full use of this eye, he is in hopes of it improving with time.

The operators and coal miners of Alabama have signed agreements which rules that the wage scale shall be the same as last year. The old contract calls for a minimum wage of 45 cents, with pig iron selling at \$8 per ton or less, and with 2½ cents per ton increase for each increase in the price of pig iron until a maximum wage of 55 cents per ton is reached. The miners are now getting the maximum and have been getting it for four months.

The Chicago, Burlington & Quincy Railroad is building a line in Montana, down into the Big Horn Basin toward Yellowstone Park, and as the Crow Indian reservation is near at hand, a contract has been made with the red men for grading a section of roadbed. The managers of competitive lines threaten to enter a complaint to the Western Passenger Association, making the charge that the Burlington has made a deal with the "Scalpers."

The Wilmington Star Mining Co., 167 Dearborn street, Chicago, with mines at Coal City and Braidwood, Ill., whose handsomely displayed advertisement appears on the front page, advise THE BLACK DIAMOND that while current business is only fair, the inquiry for late summer and early fall deliveries is good and gives promise of a large tonnage. Mr. D. W. Buchanan says: "Our orders for coal for threshing purposes exceed those of last year."

Proposals will be received by the Philadelphia depot quartermaster's department, 1428 Arch street, up to Tuesday, July 17, 1900, for furnishing, delivered at San Juan, Porto Rico, one schooner load of from 600 to 800 tons of anthracite coal. Bidders must state how soon afterward the shipment will be made. Preference given to articles of domestic production, conditions of quality and price (including in the price of foreign productions, the duty thereon) being equal.

Our Philadelphia correspondent writes: "Greece is the latest point to which a cargo of bituminous coal is to be shipped from Philadelphia. Last Saturday the British steamer Abeona, was chartered to carry a cargo hence to Piræus, for the use of the government railroads. This will be the first cargo of the kind ever shipped there. Another cargo will be shipped from Norfolk by the Greek steamer, Eptalofos, which has arrived from Batoum with manganese ore and licorice root. The export trade of coal from this port has increased greatly since the Spanish War, and it is expected that numerous cargoes will shortly be loaded for Mediterranean ports."

Coal consumers in the Fox River valley are now able to have their coal delivered to them from either Milwaukee, Sheboygan or Manitowoc at Milwaukee prices with 25 cents a ton added for freight between either of the points named and the point of destination. The price has heretofore been 75 cents a ton for freight from Milwaukee to the points of destination in the Fox River valley. The amount of coal shipped into the Fox River valley is about 150,000 tons of soft and 50,000 tons of hard coal a year.

It is presumed that it is generally known that the thirty-fourth encampment of the Grand Army of the Republic will be held August 26-30, 1900, and that great preparations are being made to entertain the veterans. This, of course, means expenditure, which means money. Messrs. Walter L. Bogle, George Merryweather and T. C. Loucks comprise the sub-committee on finance for the coal trade. Chairman W. L. Bogle will be glad to hear from the coal trade in Chicago in regard to subscriptions, etc.

The Wall street Journal says: "It is stated on excellent authority that the Vanderbilt interests, acting under their agreement with Pennsylvania, have acquired upward of 100,000 shares of Reading first preferred. This has reduced the floating supply and forced covering. It has also stated positively that Jersey Central has been acquired, or at least a large interest in it has been acquired, by the same interests in the same way. In order to carry out necessary economies it is intended to operate Jersey Central and Reading more or less jointly."

President Henry Philipps, of the Ottumwa Box Car Loader Co., writes: "We are moving into our new factory building at Ottumwa, Ia., which will give us a largely increased capacity for the manufacture of our loaders." They have been working night and day for some time past in order to take care of their orders. The sale of these loaders is constantly increasing, and the company reports having entered orders in the past sixty days for sixteen machines. Many companies who have placed one or more of them at their mines are duplicating their orders and urging as prompt shipment as possible. This is one of the strongest recommendations for the machine that could be given.

According to the World, of Baltimore, Md., "Statements made to us, where in it is asserted that the operators of Pennsylvania are contributing to the funds necessary to prolong the strike in this state. They could have but one cause for making these contributions and, that to profit Pennsylvania mines at the expense of the Maryland fields. If Pennsylvania is to profit by the closing of our mines, our coal shipments will also be affected, and it is at this point that the merchants and shipping people of this city become interested and involved." This presents a new phase to the strike in the George's Creek region, and it should command the immediate attention of the operators in that field with a view to investigation of this charge against certain Pennsylvania mine owners. The writer, however, very much doubts the correctness of the charge.

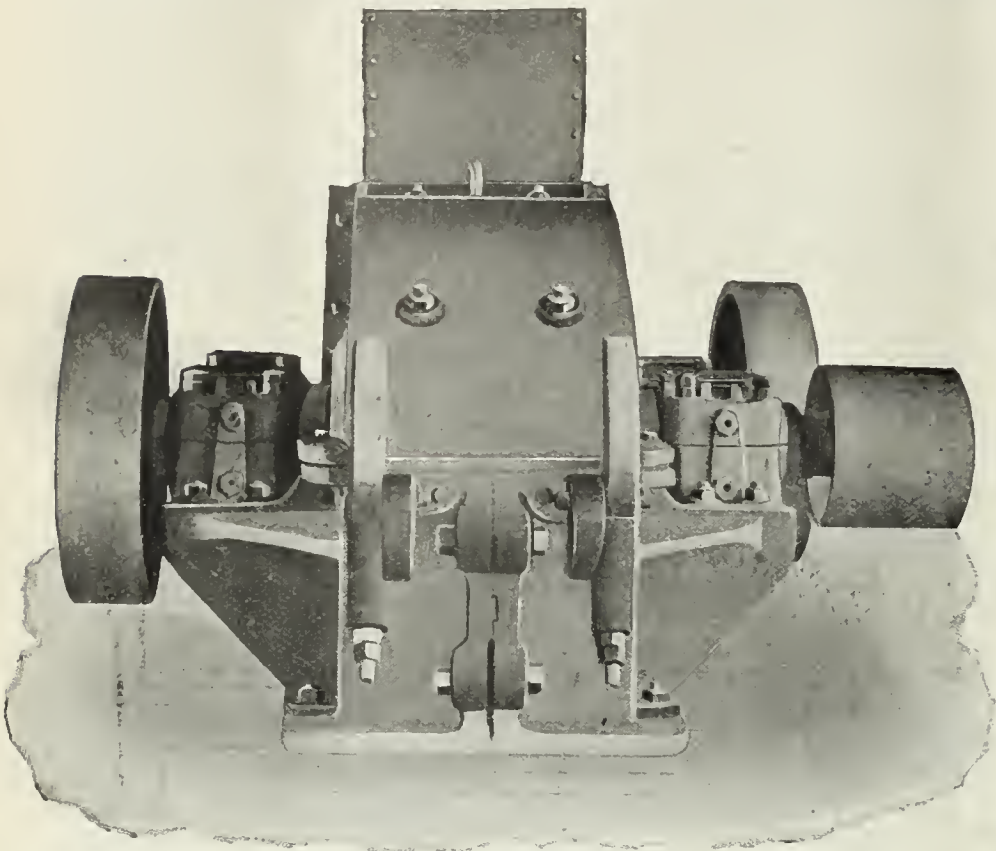
President John K. Cowen, of the Baltimore & Ohio Railroad, in his article last week, replying to Mr. Edward Atkinson's recent contribution to the discussion on the coal and iron situation, is of the opinion that indications point to an extensive coal export traffic. He believes that in a few years the coal exports alone will require one-third of the tonnage now needed to carry the export shipments from the United States. "The cost of exporting coal from the mines has been reduced to a minimum by the railroad companies through the use of heavier locomotives, larger cars and the reduction of grades allowing the hauling of a very large tonnage by one engine. The introduction of labor-saving machinery into mines is constantly increasing, thereby reducing the cost of mining. Possibly further improvements will be made in the labor-saving apparatus now in use in the mines, although on this point I am not prepared to say."

The strike trouble in the Alabama coal fields unless speedily settled will interfere seriously with the production of crude iron in that state and it now appears that the demands of the miners are unreasonable. The iron masters there very largely own the coal mines in that vicinity, the product being used at the blast iron furnaces either as coke or to produce steam, hence it is only natural that the coal mining scale should be based upon the selling price of pig iron, and this arrangement has been amicably in force for some four or five years. The yearly contract expired July 1 and with the prices of iron and steel receding on all sides, the miners demand an increase in the wage scale. To this the operators cannot accede but they are willing to renew the agreement at the old scale. The operators have taken the correct position, it would be folly to grant any advance in the face of a receding iron market upon which their scale is based.

According to State Mine Inspector Thos. K. Adams, Mercer, Pa., one death occurred in the bituminous regions of that state to every 385,698 tons of coal produced, as shown by statistics for the last 20 years.

COMPOUND HAMMER COAL CRUSHER.

The illustrations shown afford excellent views of a compound hammer coal crusher, manufactured by the Simpson Machinery Co., Grand Crossing, Chicago.



FRONT VIEW.

This crusher or pulverizer is especially adapted for use in reducing to small particles coal, lime, clay, shale, phosphate rock, limestone, ore, soapstone, charcoal, etc., etc. As a crusher for coal to prepare it for the coke oven, it is claimed to be the best on the market.

The machine consists of two shafts around which are suspended swinging hammers, which fly outwards by centrifugal force. The shafts are run in opposite directions and the hammers of each when in action nearly meet in the center of the machine. The swinging hammers by virtue of high speed apparently form two rolls of continuous but flexible surface.

As fast as the material is fed into the hopper it is broken up completely before it passes through to the screen plates which are secured to the lower part of the machine, and which are shaped concentric with the path of the swinging hammers. It will be seen, therefore, that the material receives its initial crushing in passing between the two sets of swinging hammers and that a breaking plate or dead plate is unnecessary.

The relationship or distance from one side to the other is capable of adjustment to suit the requirements of the material to be crushed. Provision is also made for taking up the wear of the hammers so that they may be extended $\frac{1}{8}$ of an

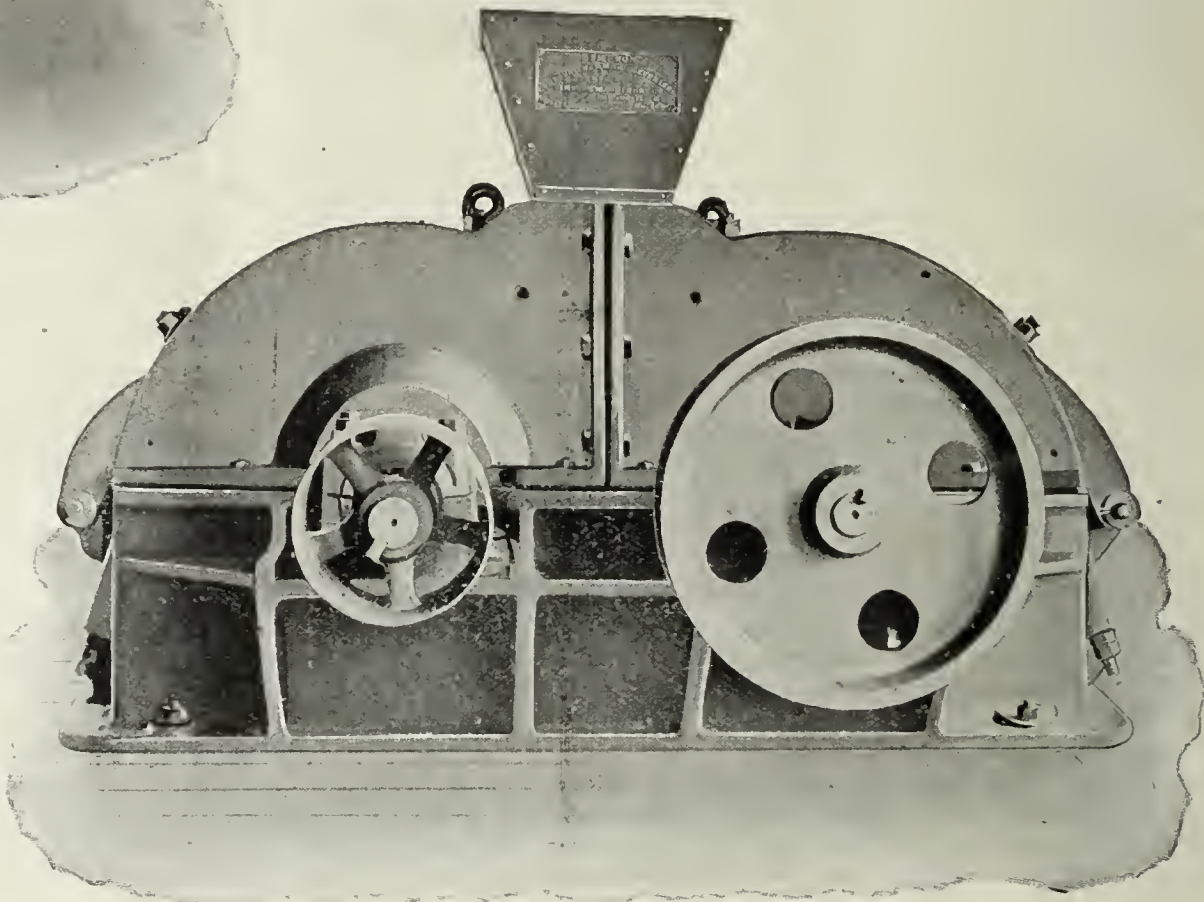
inch at a time until one inch of wear is taken up. This is a vital point of the machine and will doubtless be appreciated by practical men. The material composing the hammers and screen plates is of the hardest description and calculated to outlast any other known substance.

The writer who has seen the machine in active operation, can with every confidence recommend it to the consideration of mine owners who have to crush their coal before washing and coking.

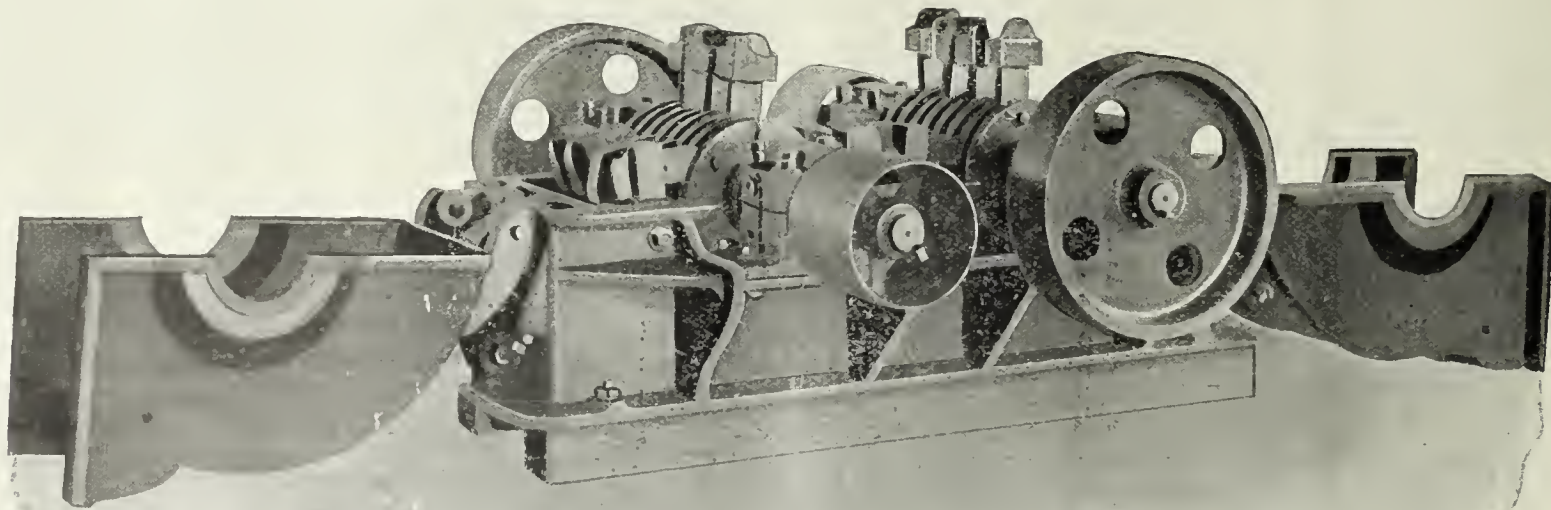
Further information, catalogues, etc., will be furnished on application to their offices at 77th street and Jackson avenue, Chicago.

The Norfolk & Western R. R., is about to build a new coal pier at Lambert's Point, the plans for which are now completed and in the hands of Mr. John B. Conners, superintendent of terminals. The new pier is to be 672 feet long, and the bottom of the chutes will be fifty-two feet above low water, so that the largest vessels can be coaled at any state of the tide. The material used will be crosoted timber. The cars will be taken on the pier by means of an endless chain or cable, instead of by locomotives.

Coal miners in the bituminous fields, west of the Alleghanies, are enjoying the most prosperous conditions which they have ever known. With large quantities of coal being exported to foreign countries, thus being in successful competition with the home mined coal of those countries, the fact remains that American miners are earning bigger wages under more favorable conditions than has ever before been the case in the United States. This applies to the miners of Western Pennsylvania, West Virginia, Ohio, Indiana, Illinois, and elsewhere. This state of affairs, beneficial directly to 100,000 men in the bituminous field, embraced in the states named, is entirely the result of good times throughout the country, brought about by Republican laws designed to make work plenty and wages good.



SIDE VIEW.



INTERIOR VIEW.

ASSOCIATION NOTES.

Coal Dealers' Association of Iowa and Nebraska.....568
NEW MEMBERS.

AURORA LUMBER CO., Aurora, Iowa.	ALTA VISTA LBR. CO., Alta Vista, Iowa.
W. S. LYONS, Corning, Iowa.	GEN. WILMINGTON COAL CO., Chicago, Ill.
F. C. HARTWELL CO., Chicago, Ill.	MITCHELL SPAULDING COAL CO. Chicago, Ill.
MONTANA COAL & COKE CO., Chicago, Ill.	E. W. DIXON, Davenport, Iowa.
FENLON & FOLEY, Council Bluffs, Iowa.	THE FRUDDEN LBR. CO., Eagle Grove, Ia.
THE FRUDDEN LBR. CO., Dubuque, Ia.	IRA LBR. CO., Ira, Iowa.
C. W. FINNEY, Eldon, Iowa.	MOODY & PARSONS, Knoxville, Iowa.
HOAG & GRIFFITH, Iowa Falls, Iowa.	VOSS LBR. CO., Jewell, Iowa.
JESUP LBR. CO., Jesup, Iowa.	GEER COAL CO., Lincoln, Neb.
LAWLER LBR. CO., Lawler, Iowa, *	MASONVILLE LBR., CO., Masonville, Ia.
T. J. DAVIS LBR. CO., Marion, Iowa.	ROMBAUER COAL CO., Novinger, Mo.
JAS. A. MILLER, North English, Iowa.	OGLESBY COAL CO., Oglesby, Ill.
J. B. WELLS, Osceola, Iowa.	DAVIS & ANDERSON, Pacific Junction, Ia.
FRUDDEN LBR. CO., Persia, Iowa.	RUDD LBR. CO., Rudd, Iowa.
F. C. C. SCHROEDER, Preston, Iowa.	B. LUCKEY, South Omaha, Neb.
STACYVILLE LBR. CO., Stacyville, Iowa.	THE ORCUTT CO., Sioux City, Iowa.
A. H. RUSHFORTH, South Omaha, Neb.	I. E. JACKSON, Union, Iowa.
TRIPOLI LBR. CO., Tripoli, Iowa.	SAMSON & LIVINGSTON, Washington, Ia.
WINTHROP LBR. CO., Winthrop, Iowa.	WESTERN FUEL CG., Council Bluffs, Ia.
HAWKEYE FUEL CO., Council Bluffs, Ia.	ELECTRIC COAL CO., Centerville Ia.
R. H. WILLIAMS, Council Bluffs, Ia.,	W. J. WHITE, Plattsmouth, Neb.
STANDARD LBR. CO., Dubuque, Iowa.	

Total - - - 613

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Wholesale and Retail Coal Dealers' Association of Ohio.....	722
The Michigan and Indiana Retail Coal Association.....	349
Retail Coal Dealers' Association of Illinois and Wisconsin.....	760

ANNOUNCEMENT.

Public notice is hereby given, that the co-partnership existing between the undersigned, under the firm name and style of O'Gara, King & Co., was by mutual agreement dissolved on the 1st day of October, A. D., 1899.

THOMAS J. O'GARA.
JOHN KING.
WILLIAM LORMER.

The business of O'Gara, King & Co., a co-partnership is now conducted by the undersigned, O'Gara, King & Co., a corporation, with offices as heretofore.

Soliciting the continuance of your valued patronage, we are,
Yours very truly,
O'GARA, KING & Co.,
By THOMAS J. O'GARA, president.

Attest: G. GOLSEN, secretary.

AMERICAN EXPORTS AND PRODUCTION OF COAL.

The remarkable increase in coal exportations from the United States, coupled with the fact that we became in 1899 the world's largest producer of coal, gives special interest to an elaborate discussion of the world's coal product, published by the Bureau of Statistics of the Treasury Department in the April number of the Monthly Summary of Commerce and Finance. Exportations of coal from the United States in the ten months ending with April were nearly fifty per cent larger than those of the same months of the preceding fiscal year and eighty per cent larger than those of the corresponding months of 1898, while our total production for 1898 was not only the largest in our history but larger than that of any other country in the world.

For the first time the United States figures show a larger production than the British figures for the same period. The significance of this fact cannot be overestimated. Coal is now more than ever "the material energy of a country, the universal aid, the factor in everything we do." The relative abundance or scarcity of coal, therefore, is the truest index of a country's position among its industrial rivals. According to recent information steamers have been chartered to carry coal from America to St. Petersburg and Stockholm, as well as to Italian, French and German ports. While these exports may be due mainly to the present abnormal conditions of the British coal market, there is no doubt that in time this country will be called upon to supply an over larger part of the coal needed by foreign industrial countries, which, until recently, have been drawing upon the British output. This is the more probable since cost of production and prices of coal show a falling tendency for this country, whereas the opposite holds true of European coal-producing countries.

The production of coal on this globe is in the hands of three nations—America, Great Britain and Germany. For the past forty years, the combined production of these three countries has averaged five-sixths of the world's total output.

It is well known that Italy has, with the exception of low class coal fields in Elba, no coal production, but it is obliged to import all the coal for railroads and factories from Germany and England. The duty on coal in Italy is also so high that it is almost impossible to import it. Now comes the news that French engineers have just discovered valuable anthracite coal fields in Piedmont and Liguria. This discovery is all the more important, because the Italian navy in case of war would be entirely dependent on foreign countries for coal.

Second Annual Meeting
OF THE

Mid-State Wholesale and Retail

Coal Dealers' Association

AT

Kansas, City, July 2, 1900.

The meeting was called to order by President H. C. Taylor at 10:30 A. M. and business was at once begun by receiving the reports of the secretary and treasurer which showed the association in good shape financially and with active membership of nearly four hundred, an achievement which is surely a thing to be proud of considering that it is the result of the first year's work.

The president addressed the meeting giving a resume of the progress and work of the association for the year past and expressing the hope that the membership may be doubled within the next year. Mr. Taylor said in part: "The retail dealer fills a particular place that is essential to the well being of the community in which he is located. He pays local taxes to keep up his city, schools and churches, and he bears a valuable part in the community in which he is located. He invests his capital in laying in a stock of coal to meet the demand of the winter months and but for him much suffering would result from the lack of a supply of coal during the inclement weather. Not a winter goes by that he does not find on his books from twenty-five to a hundred dollars trusted out to poor people who would have suffered but for his philanthropy. * * * If it is proper and right for the wholesaler of coal to sell direct to the consumer in the country, thus crushing out the retail dealer in coal, it is proper and right to sell flour and calico and sugar and stoves and bonnets and everything that goes to make up the retail trade of the country village or town at wholesale prices to the consumer. In return the country village or town receives nothing in support of public improvement, churches or schools to conduct the business of such towns. It would mean a reversal of the present conditions and a wiping out of all the prosperous little towns and villages of our country that are now sustained and built up by the retail merchandising trade enjoyed from the consumers tributary to said town. The principle is the old one over again; the little fish being eaten up by the big. And the only bar that offers hope of success to that condition comes from the organization of strong, compact associations such as ours. * * * I want to offer here an expression of my strongest appreciation of the support that has been given to this association by the operators and wholesale coal dealers of this association and of a smaller number who are not members."

Mr. Jas. T. Eaman, of Detroit, Secretary of the Michigan & Indiana Retail Coal Association addressed the meeting, reviewing the principles and aims of his association finding them to be in large measure identical with those of the Mid-State. Mr. Eaman spoke warmly in favor of a central organization consisting of the various associations throughout the Middle West and in addition gave valuable suggestions, the result of experience of the older associations.

By adoption of the report of committee on resolutions a vote of thanks was extended to the president, Mr. Taylor, and to the secretary, Mr. Carrigan, for the time and means they had devoted to the cause of the association, its present strength being largely due to their efforts. Thanks were also extended to Mr. Eaman for his courtesy in attending and addressing the meeting and acknowledgment was made of the suggestions and information resulting from his visit.

It was expressed as the sense of the meeting that the Mid-State join with other like associations for the formation of a national or central association of wholesale and retail coal dealers. Subsequently a motion was carried directing the president, treasurer and secretary to go to Chicago and confer with officers of kindred organizations for the purpose of forming such an association.

The constitution was amended, creating a board of directors consisting of eleven members and constituting the president, treasurer, and secretary, an executive committee with power to act for the board of directors during the interval between meetings. The executive board was given power to act on complaints by members of the association, their acts being subject to appeal to the board of directors.

The election of officers resulted as follows: President, H. C. Taylor, Lyons, Kansas; vice-president, C. A. Cruikshank, Hannibal, Mo.; treasurer, P. J. Monaghan, Topeka, Kan. Directors, Jess R. Laswelle, Mayetta, Kan.; L. H. Powell, El Dorado, Kan.; L. A. Scott, Burns, Kan.; C. Eberhardt, Salina, Kan.; Dick Myers, Newkirk, Oklahoma; Geo. Walker, Wichita, Kan.; Ora Darnell, Kansas City, Mo.; Joe Harper, Nevada, Mo.; Harry Harris, Kansas City, Mo.; C. A. Cruikshank, Hannibal, and J. N. Cunningham, Norborne, Mo.

Immediately after adjournment, the board of directors met and elected E. R. Shepherd, secretary. Secretary Shepherd's address is 200 W. 9th street, Kansas City, Mo.

Edison is said to have invented a practical electric lamp for coal mining. Now if he will produce a safety tobacco pipe, all will be well. The latest coal mine explosion, the one that occurred in Mississippi the other day and killed five men, was thought to have been caused by a spark from a miner's pipe. He might as well have smoked in a powder magazine.

If a load of coal is left out of doors, exposed to the weather—say, a month—it loses one-third of its heating quality. If a ton of coal is placed on the ground and left there, and another ton is placed under a shed, the latter loses about 25 per cent, of its heating power, the former 47 per cent. Hence it is a great saving of coal to have it in a dry place, covered over, and on all sides. The softer the coal the more heating power it loses, because the volatile and valuable constituents undergo a slow combustion.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

W. O. Maddux & Co. have opened a retail coal office at Xenia, Ohio.

Brady Bros., the well known coal dealers of Bayonne, N. J. suffered \$10,000 loss by fire, last week.

Blanchard & Co., Binghamton, N. Y., have been incorporated with a capital stock of \$20,000 to deal in coal, coke and wood.

Ald. William F. Hayes, Utica, N. Y., and ex-City Treasurer George E. Ormsbee have formed a partnership for the carrying on of the coal business heretofore conducted by the former.

The Elgin, Ill., coal contracts were let as follows: Coal for water works to Gardner-Wilmington Coal Company, \$2.25 per ton; for electric light station to F. G. Hartwell, \$2.25 per ton; for city hall, to W. P. Hemmens, New River coal, \$3.80, and hard coal, \$6.15.

A Harrisburg, Pa., correspondent writes: "For some time an advance on all anthracite coal has been talked of among the coal dealers, but only last week the members of the local exchange decided on a raise. Notwithstanding that in a number of cities in this section the dealers have increased the price twenty-five cents a ton, the local dealers decided on a raise of ten cents. Indications are that there may be another increase, but it will not go into effect here until absolutely necessary."

The members of the Coal Exchange in Philadelphia, have declared war on light weight dealers. The cause for this move, while really to protect themselves, is to be commended by all honest dealers. In years past it has been the policy for dishonest dealers to sell coal at a much lower price than legitimate dealers, being able to do this by dishonest methods and giving of light weight. The members of the exchange feel that they are in duty bound to protect themselves, and in doing so they are really protecting those who can ill afford to stand it, the poor people who are obliged to buy it in small quantities.

Bids for Terre Haute, Indiana's, coal supply were opened July 7th by the board of public works. The Erwin Coal Co. named the lowest figures and if a satisfactory bond is filed will be awarded the contract. The bids were as follows: J. A. Erwin, double screened bituminous nut for fire house, \$2 per ton; bituminous mine run for city hall, \$1.50; bituminous for city hall and crematory, \$1.90. W. Soules, double screened bituminous lump for crematory and city hall, \$1.90; bituminous lump for crematory and city hall, \$1.99, bituminous lump for fire house, \$1.99. Burnes & Ray, double screened bituminous nut for fire house, \$1.95; bituminous lump for city hall Brazil block, \$2.45. D. I. Shultz, double screened bituminous nut for fire house, \$2.00; bituminous lump for city hall or crematory, \$2.25.

Decision in an interesting case was reversed July 7th, in the Appellate Court, sitting in New York City. Charles A. Fuller, the manager of the Hotel Endicott, had sued Oscar Compton to recover a penalty of \$50 on the ground that he had violated the law passed in 1897 regarding the delivery of coal. Fuller said Compton did not deliver the bill of lading to him when he sold him a cargo and obtained a judgment in the Municipal Court, from which Compton appealed to the Appellate Term to the Supreme Court. This tribunal yesterday reversed the decision of the court below on the ground that Fuller did not accept the suggestion of the seller of the coal as to the method of ascertaining the weight of the cargo, but weighed some of it and averaged the rest, keeping one record of the weights and sending to the defendant the other. Fuller, the Appellate Term holds, did not accept the bill of lading as proof of the weight, but weighed the coal as he received it. "To such a transaction," the court says, "neither the letter nor the spirit of the statute applies."

A correspondent writing from Toledo, Ohio, under date of July 8th, says: The Northwestern Fuel Co. has been awarded the contract for furnishing Minglewood Massillon coal to the schools at \$2.47 per ton. As some 6,000 tons will be bought the contract is a large one. Algeuer & Sons were awarded the contract for anthracite coal at \$5.40 per ton. They will furnish about 500 tons. The contract in Massillon coal was not awarded to the lowest bidder. A party by the name of Malcolm bid on Woodlawn Massillon, claiming to represent a Cleveland firm. His bid was at the low figure of \$2.19 a ton. The board immediately conjectured something was wrong and wired the head of the firm. A response was received that the man was not authorized to represent the firm. The board members said that it was a scheme to bin on Massillon and furnish some low grade of coal. The bid was consequently thrown out. Col. Lytle was in favor of dividing the contract between the Northwestern and the Blair companies, as each was low on Jackson and Massillon. Mr. Melvin wanted to include Berdan, but the rest of the board would not hear of accepting Berdan's bid, which, they said, had a string to it. It was decided unanimously to use nothing but Massillon coal. Mr. Hanley then moved to award the contract to the Northwestern Co., and it was carried, Mr. Melvin alone voting in the negative. He said he did not believe it was the lowest bid. All the members forcibly stated many times that they did not have any personal feeling in the matter. They also said they did not see how it was possible for the company to make any money on the figure at which it bid. Coal will immediately be placed in the schools, and by August 30th it will all be in.

WESTERN COAL AND COKE NOTES.

There are now fifteen mines in operation within four miles of Linton, Ind., many of which have been opened since April 1, 1900.

The shaft of Chappell & Fordney Coal Co., Saginaw, Mich., is down to the coal. Its size is 9x18 feet, and 210 feet in depth.

At Burnett, near Terre Haute, Ind., Mr. Bogle has his shaft down thirty feet and has commenced to lay the switch from the railroad.

At Marshfield, Oregon, W. A. Maxwell is sinking a 7x9 shaft on the coal land at Isthmus Slough, recently purchased by the Crescent Coal Co., of New Mexico.

The Chicago & Northwestern R. R. has taken the initiative in changing the freight rate recently agreed upon for coal by making a reduction equal to 25 cents per ton until Sept. 30.

A new Chicago corporation is The Excelsior Coal Co., with capital stock \$15,000; dealing in coal and fuel; incorporators, Thomas J. Raycroft, Charles H. Chase, and Samuel Kerr.

At Stark, Ill., William Scott has a force of men prospecting for coal on his land in the west part of town. It is the general belief that a vein of coal underlies the land thereabouts and if it can be mined profitably, Mr. Scott will sink a shaft.

The Milwaukee, (Wis.) Sentinel, says: "Unless the coal dealers make better prices the Milwaukee school board will buy its coal in open market. The various bids that were offered by the coal men were all rejected at the adjourned meeting of the board last week."

A new vein of coal six feet thick has been uncovered in the Salzer valley coal mine near Centralia, Wash. The quality is first-class lignite, and the owners, Howell & Baschlin, will increase the capacity of the mine. The new vein is much lower than the one they have been working.

The Western Star Oil and Coal Co. is a new corporation of California with principal place of business at Los Angeles. Directors—J. E. Peterson, J. Y. McClintock, J. A. McCarty, G. Witherspoon, G. S. De Line, H. A. Mosher, E. A. Beardslee, all of Los Angeles. Capital stock, \$350,000; subscribed, \$102,500.

Over 1,000 acres of valuable coal land in Lincoln county, New Mexico, have been sold to Archibald McCullough, of New York. The tract embraces some of the most valuable coal land adjacent to Capitan. Mr. McCullough has a number of Eastern capitalists associated with him and development work on the property will begin at once.

A Terre Haute, Ind., correspondent writes that James Devonald has commenced sinking a shaft east of Burnett for the Coal Bluff Mining Co. How is that for a McKinley boom? Two new shafts and nine new houses this spring already in a town the size of this, and a raise in the price of mining coal almost one hundred per cent. It looks as though any miner would vote for McKinley this fall.

During the past week the steamer Merrimac discharged a cargo of 1,200 tons of coal for the Wolverine Mining Co. at Marquette, Mich. The coal was handled by the Mineral Range Railroad Company and unloaded at its dock. With three hoists at work, the 1,200 tons were taken from the boat and loaded into cars in ten hours. The dock is supplied with four hoists, and the record made with the three on the Merrimac indicates a capacity of 1,600 tons per day of ten hours.

The Press of Griggsville, Ill., says: "John Callbeck and Charles Hildbrith who have been prospecting for coal near Hadley Station have been amply repaid for their trouble. After going down ten feet they came to slate, and after passing through 16 inches of this struck a vein of coal which proved to be 8½ feet through and apparently very much larger in one direction. Samples of their find have been submitted to competent judges and users of coal who pronounce it superior to most of that used in this vicinity."

A letter from Terre Haute, Ind., says: "Coal merchants and operators report that the cause for the increased prices is explained by the fact that the miners are at present receiving more money for their labor than they have received for many years and the dealers explain that the increased cost of marketing the product is also a factor in pressing prices skyward. The price of \$2.75 for block coal as early in the year as July 1, is unprecedented in the history of the local market and seems to indicate that the warning of the dealers can be well taken."

A Galesburg, Ill., correspondent writes: "The coal underlying 4,500 acres of land in the northern part of Knox county and situated in the townships of Victoria, Truro, Persifer and Copley is to be developed. The vein is about 4 feet thick, is so situated that it can be taken out with little expense. The coal crops out high enough in the bluff so that it may be dumped over screens onto the cars directly from the drift, eliminating all expensive machinery and also all expense of sinking and maintaining a shaft. Entries have been driven from all the ravines, and these experiments have proven a uniform thickness of vein and quality of coal. Cline and Shaw of Galesburg are financially interested in the deal."

Reports from Randsburg, Cal., are that the coal beds, fifteen miles west of that camp, are improving in quality as development progresses. Shortly after the company owning these coal deposits began work on them a two-foot ledge of coal was struck at a depth of fifty feet, but the coal was soft and impure, and could not be profitably employed either for domestic or other purposes. Twenty feet lower another ledge was encountered, which, while of a better quality than the upper one, was still a grade inferior to what was in general use. The company, however, considered the indications sufficiently good to warrant further development, and the result has been the opening up of a 25-inch vein of coal of excellent quality, equal, as comparative tests have shown, to the coal of Gallup.

The Dawes Commission has reached a settlement growing out of the collection of royalties for coal and asphalt and the Choctaw government will receive \$70,000.

MEETING AND PROCEEDINGS OF THE CARBON CLUB.

In conformity with a petition signed by a majority of the members of the Carbon Club, and addressed to Mr. C. L. Thompson, chairman, requesting a call for a meeting at Chicago, notice was issued to each member to convene at the Grand Pacific Hotel, on Saturday, July 7th, 1900, at 10 o'clock A. M.

The meeting was called to order by Mr. R. St. P. Lowry, and upon motion he was made acting chairman. Motion was made and adopted that Mr. E. D. Scott, act as secretary.

The roll call showed the following members present:
W. L. Hurlbut, E. D. Scott, S. M. Stanley, W. A. Reed, F. W. Minton, R. St. P. Lowry, S. A. Gaffney, W. G. Moncrief, H. M. Van Zandt, W. E. C. Coxe, and F. W. Niederlander and C. L. Thompson represented by proxy. The chairman ruled quorum present.

The following communication from chairman, C. L. Thompson, read:
ERIE, PA., July 5, 1900.

TO THE MEMBERS OF THE CARBON CLUB:
I hereby tender my resignation as chairman of the Carbon Club, and wish to assure you that I do this with reluctance, but believe it to be for the best interest of the club to elect another chairman.
You can always count on me to give the organization my most heavy support.
Wishing to thank you for all your earnest support during the past year, and with best wishes for your future welfare, I remain,
Very truly yours,
(Signed) C. L. THOMPSON.

Upon motion the said communication and resignation was accepted.
Report from Chairman C. L. Thompson, showing cash in his hands, amounting to \$19.50 was read and ordered placed on file.
Upon motion of Mr. W. E. C. Coxe, the secretary was instructed to cast vote creating Mr. R. St. P. Lowry, permanent chairman of the club, and in accordance therewith, the secretary complied with the motion.
Upon motion of Mr. H. M. Van Zandt, the chairman was requested to name a committee of three to formulate amendments to the by-laws, to be submitted to the club, said amendments to classify the membership, providing an active and honorary division. The chairman appointed Mr. S. M. Stanley, Mr. W. L. Hurlbut and Mr. F. W. Minton, to act as said committee, and they made the following report: Amendments to the Constitution: Eligible members. The direct representatives, or sales agents, of the Anthracite Producing

Companies, as honorary members, and the traveling salesmen of such companies, as active members.

NEW MEMBERS. New members admitted or recommended by the Board of Governors, subject to majority of vote of active members present at any meeting.

The above report was accepted and adopted.

The committee in their report also made the following division between active and honorary members, which was received and adopted.

ACTIVE MEMBERS: J. B. Van Doren, Jas. M. Eckels, W. L. Hurlbut, E. D. Scott, S. M. Stanley, W. A. Reed, F. W. Minton, O. J. Pond, Karl B. Brundage, W. H. Ball, R. St. P. Lowry, F. W. Niederlander, S. A. Gaffney, Clark T. Roberts, F. J. Corbett, Chas. H. Clarke, W. G. Moncrief.

HONORARY MEMBERS: H. M. Van Zandt, J. S. Van Epps, C. L. Thompson, W. C. Blodgett, C. M. Underhill, W. E. C. Coxe, Geo. Gordon.

Upon motion of Mr. S. Stanley, Mr. R. St. P. Lowry, was elected a member of the board of governors, in place of Mr. C. L. Thompson.

Upon motion of Mr. W. L. Hurlbut, Mr. S. M. Stanley was elected a member of the board of governors, in place of Mr. J. S. Van Epps.

Upon motion Mr. George Gordon was elected an honorary member of the club.

Upon motion of Mr. W. L. Hurlbut, Mr. E. D. Scott was made permanent secretary.

Moved and carried that the funds turned over to the club by Mr. C. L. Thompson, be consigned to the care of care of chairman, R. St. P. Lowry.

Upon motion Capt. John B. Lucas, editor of THE BLACK DIAMOND, was made a special honorary member.

Mr. F. W. Minton moved that the secretary be authorized to extend an invitation to all anthracite salesmen traveling between Chicago and Buffalo who are eligible, and are not members at present, to become active members of this club. Motion adopted.

Moved and carried that Mr. Arthur E. Lemkey, representing Williams & Peters be elected an active member of this club, and that the secretary be instructed to inform Mr. Lemkey of the club's action.

Upon motion, the meeting adjourned, subject to call by chairman.

The luncheon to the club was given by Messrs. E. D. Scott and S. M. Stanley and the dinner in the evening by Mr. H. M. Van Zandt.

The value of the output of coal in Scotland in 1899 was 12,000,000 pounds sterling, about \$60,000,000.

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EASTERN COAL AND COKE NOTES.

The Washington Coal & Coke Co., Perryapolis, Pa., is greatly improving its mining property.

About 1,200 acres of coal land have been leased at Petersburg, near Carrollton, Ohio, for development.

A new shaft is being sunk at Canonsburg, Ohio, by capitalists who have some 1,200 acres of coal land in North Straham township.

The Crescent mine of the Crescent Coal Mining Co., Wilkesbarre, Pa., has resumed operations after being idle for seven or eight days.

At Scranton, Pa., the Coal Exchange, store and office building, owned by John Jermyn was almost destroyed by fire last week. Loss, \$125,000.

The Lorain Coal & Dock Co. expect to open mines at Maynard, Ohio, shortly, and will erect a complete electric plant to furnish power for the mines.

The Salem Coal Co., of Greensburg, capital stock \$240,000, has been chartered. George F. Huff is president, E. M. Gross, secretary, and L. B. Huff treasurer. The company has some 1,800 acres of coal land in Salem township.

The following is reported by our Columbus correspondent: "The Manilla Coal Co., East Palestine, Ohio, for mining and shipping coal. Capital, 5,000. Incorporators: R. T. Davis, C. D. Davis, D. J. Davis, A. W. Johnston, E. C. Johnston."

A new Pennsylvania corporation is the Bell Vernon Coal Co., Greensburg, to mine coal and manufacture coke, with capital, \$50,000. Incorporators: L. C. Dibble, J. A. Foerstuer, both of Cleveland, O.; W. P. Bates, of Bellevernon; E. R. Robbins, J. E. Kunkle, both of Greensburg.

A dispatch from Boston, Mass., says: "Dominion Coal Co.'s shipments for June amounted to 226,000 tons, an increase of 32,100 tons from last year. Following are the coal shipments by months since the beginning of the fiscal year: March, 85,000 tons; April, 151,000; May, 183,000; June, 226,000; total, 645,000 tons."

Robert Pitcairn and his son Robert, of Pittsburg, Colonel George F. Huff and E. M. Gross, of Greensburg, Pa., have organized a new coal company in Pittsburg, with \$150,000 capital stock. They have purchased 200 acres of coal territory just east of Latrobe. The price paid was \$65,000, and the intention is to open and operate mines.

The Midland Coal Co. is about to begin work on a railroad to extend from Houstonville, on the Parhandle road, to the point about McConnell's Mills, a distance of about three miles, where mines will be opened. The same company is now building a coal railroad up Plum Run, a distance of two miles, where mines are being opened and mining town being built.

The Rocks Coal Co., organized by Francis Rocks, D. E. Fulton and Bernard O'Connor, of Connellsville, and J. C. Work, of Uniontown, Pa., has purchased the coal under a farm containing 119 acres near this place, paying \$325 per acre. Eight feet of Connellsville coal is under the land, and half a mile of it faces the Monongahela River. A coking plant will be erected.

J. A. Ray, representing Pittsburg and Eastern capitalists, has purchased about 500 acres of ground adjoining the boroughs of Canonsburg and South Canonsburg, Pa., and the company will at once proceed to sink a shaft. The mines, when in full operation, will employ from 200 to 300 men.

S. J. Harris, of New Haven, who is sinking two shafts for the Jamison Coal Co., near Crabtree, Westmoreland county, struck coal in the first of the two shafts last week at a depth of 200 feet. The other shaft is under way. The coal vein in that territory is seven feet. The Jamison Co. has 1,300 acres of coal to develop there. The work of sinking the shaft that struck coal last week was commenced on April 6th, last.

Mr. Joseph E. Barnes of Uniontown, Pa., says: "The story of the disappearance of the Greene county coal through a fault was given out by Pittsburg interests who desired to secure the land at a low figure. The coal in that county is from nine to fourteen feet thick. Patterson and Neeld who have made a number of surveys to locate the coal seam in Washington-Greene county field, said they have had more than sixty test holes put down in the territory in prospecting about 15,000 acres and in no instance did they fail to strike the coal. They consider that field one of the most promising for future fuel supply of any in Pennsylvania."

The Pennsylvania Railroad reports the quantity of coal and coke originating on its lines east of Pittsburg and Erie for the week ending June 30, 1900, and the year 1900 to that date, in comparison with the previous year, as follows:

	1900. Week ending June 9.	1900. Year to June 9.	1899. Year to June 10.
Anthracite, tons.....	84,010	1,782,418	1,675,440
Bituminous, tons.....	371,473	8,669,288	7,004,137
Coke, tons.....	149,315	3,934,233	3,236,792
Total tons.....	604,798	14,385,939	11,916,369

A. W. Schenck, manager of the Campbell Coal Co., a newly chartered corporation of Atlanta, Ga., has purchased 6,000 acres of coal land near Crossville, Tenn., and will commence mining on an extensive scale soon. The Tennessee Central Railroad will build a spur, leaving its main line at Johnston Stand, to the coal fields, which are about six miles off the main line.

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Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

The Watson-Loy Coal Co., Barnum, Maryland, is making extensive improvements at its mining property there.

While prospecting near Corsicana, Texas, an eight-foot vein of lignite coal was struck. The lessees propose to sink a shaft and develop the coal.

Until 12 o'clock, noon, on Monday, August 6, proposals will be received by the school board of Chattanooga, Tenn., for 10,000 bushels of clean coal.

Gov. Atkinson of West Virginia has appointed D. E. Lewellyn, of Fayette county, mine inspector for the First district to succeed S. A. Lewis, resigned.

A recent Texas corporation is the Timpson Coal Co. of Timpson, capital stock, \$50,000. Incorporators are H. W. Tandy, Ed. T. Coleman and E. P. Coleman.

By the improvement of the Warrior river in Alabama a large section of coal land will be developed at an early date, and steam fuel at \$1.15@1.35 per ton in New Orleans is one of the few probabilities.

It may be stated that there will be no strikes in the Southern states of Alabama or Tennessee, as the coal miners of the former have acceded to the proposition of the operators to renew the old contract for another year.

The following companies have been incorporated under the laws of West Virginia: Southwest Iron, Coal, Coke & Timber Co., capital, \$5,000,000. Empire Coal Mining Co., Wheeling; general coal and coke; capital, \$5,000,000.

Some 10,000 miners in the Alabama coal district went out on strike July 2, and promise to remain away from the mines until their demands are satisfied. The miners demand an increase of 10 cents a ton, with a corresponding increase in the pay of day men, pay day in cash every two weeks, abolition of contract labor, and weighing of coal as it leaves the mines before dumping. The operators offer last year's scale and conditions.

The Bibb county Mining Co., has been organized by Capt. H. C. Reynolds and his son W. B. Reynolds, of Montevallo, near Birmingham, Ala., with offices at Blocton. A twenty-year lease has been secured on 2,000 acres of coal land which is underlaid with the well-known Thompson vein and the property lies between Guerne and Blocton. The Louisville & Nashville R. R. will build a spur from the main line to the property which will be developed at once.

The Richmond, Ky., syndicate, which is building a ten-mile road up Brush Creek, this county, continues to buy large and small tracts of mineral and timber lands along the right-of-way and today controls most of the lands lying on both sides of the line its full length. It owns thousands of acres and has purchased mineral rights in thousands more. There are a number of veins of coal on the line running from 5 to 6 feet in thickness and of the best quality, including many veins of fine cannel.

A dispatch from South McAlester, I. T., says: "The Choctaw, Oklahoma & Gulf Railroad has transferred all its coal and coke property in the Indian Territory to the Kali-Inla Coal Co., a corporation owned by Philadelphia capitalists. The transfer is by way of lease and took effect July 1, when the Choctaw road abandoned the coal mining business. The Choctaw road was originally built for the sole purpose of hauling coal from the company's mines to the Missouri, Kansas & Texas and Frisco roads for transportation."

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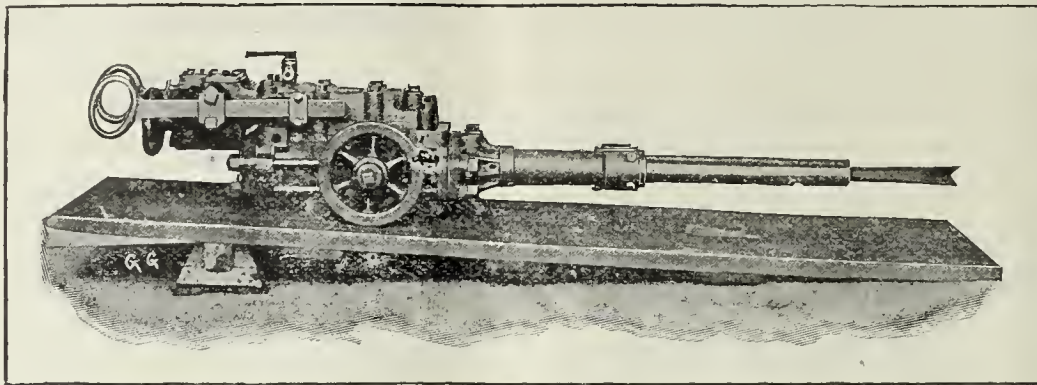
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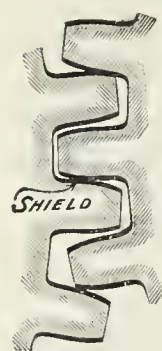
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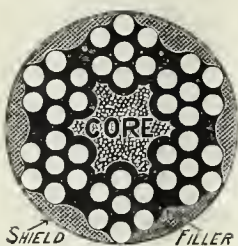


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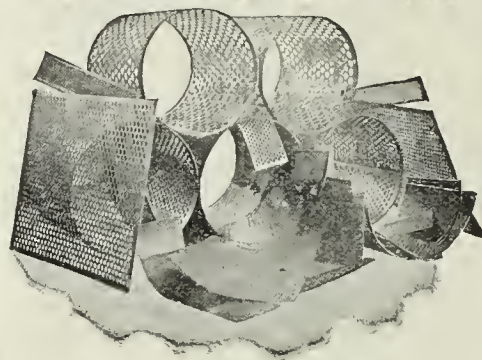
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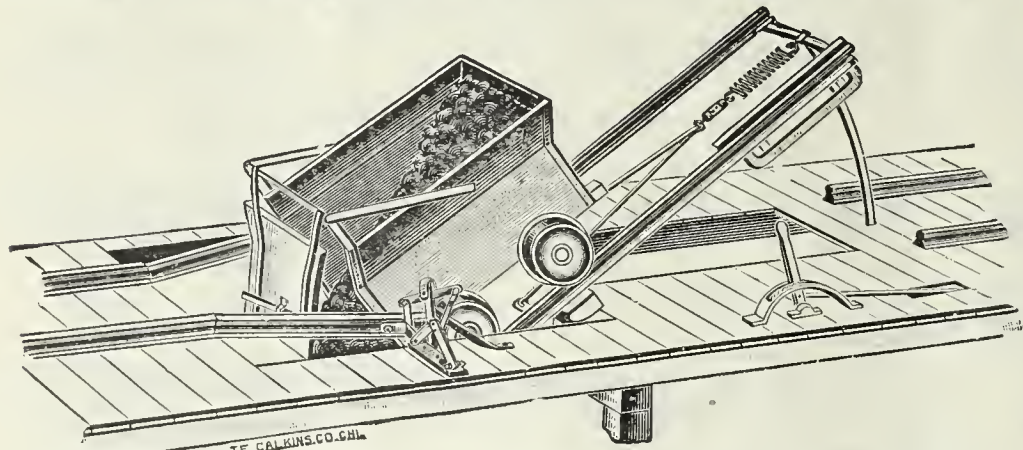
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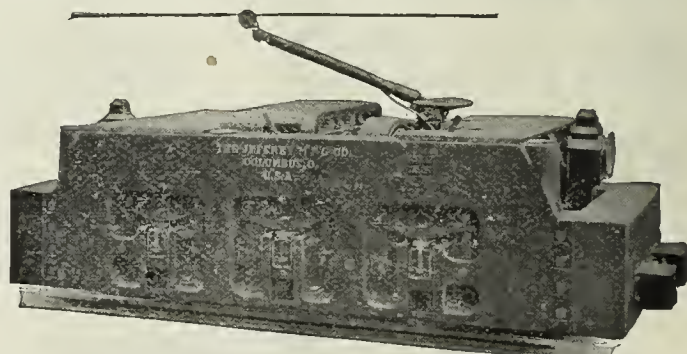
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VOL. 25. JULY 21, 1900. No. 3.

MARKET REVIEW.

Anthracite coal receipts by lake at Chicago, from July 1 to July 10, 1900, according to the Bureau of Coal Statistics, show an increase as compared with the same time last year; all-rail receipts have also increased; but shipments from Chicago have materially decreased by about 330 cars.

Bituminous coal receipts at Chicago for the same period and comparison as above show an increase from all states supplying this market; shipments from Chicago also denote a big in-crease.

Coke receipts at and shipments from Chicago during the first ten days of July show a gratifying increase.

Anthracite, by rail, at Chicago is in short supply as reported by several of the companies' agents, and they are able to fur-nish buyers with only a portion of their requisitions. In some instances this has occasioned not a little inconvenience, the in-creased rail receipts apparently having little effect on the situa-tion. From this it is evident that notwithstanding the large output at the mines the coal is being absorbed, and produc-tion will have to be greatly increased in the very near future if the demand is to be supplied in due season and promptly. In the matter of Western freight rates to the Missouri river there is still some uncertainty and many would-be buyers are still on the fence in regard to placing orders for their anthracite. For many years the rate during the late summer and fall months has been \$2, and even less, but railroads claim the present rate of \$2.50 will be maintained through the season. However, large

shippers are skeptical and believe the rate will be dropped, that it should be, does not admit of a doubt. New business is of a light character which may continue for some weeks, and though there are some orders being placed they are inconsequential and cut little figure in the aggregate. Shipments of anthracite into the interior are by no means as active as agents would like to see.

Bituminous coal continues inactive generally, throughout the Western states and it may be another four or five weeks before there is to be an awakening so ardently looked for and expected by the trade at large. There is, however, a better inquiry and in all directions there is a buoyancy of feeling which augurs well for the near future of the soft coal market at all large distribut-ing centers. Not for many years has there been such procrastina-tion in regard to certain contracts for soft coal—railroads as well as large steam plants—and it seems much of this has been brought about by the difference in the price for the supply for the whole season and current figures in the open market. Oper-ators insist, very justly so too, upon obtaining from consumers the increase in the cost of production as compared with last year, while the latter seem to think they should be able to contract for the year as cheaply as they can buy bargain lots. In this they are egregiously mistaken as shown by the indiffer-ence of many operators who have refrained from competing even when requested to do so. Shipments of threshing coal are going forward freely and the demand is above the average with the probable exception of the far Northwest. Eastern coal generally is barely holding its own but in that respect it is no worse off than the Western product. The break in lake rates on coal should enable shippers to get forward a large tonnage which will prevent even the suggestion of a shortage during the coming winter.

Coke in the West is dull and slow to move and prices gener-ally no better than they have been for several weeks.

Our New York representative reports that a fair volume of business is being transacted in anthracite for the time of the year, and that it is rather better than usual is borne out by the fact that stocks in first hands are small—some of the companies are prac-tically out of coal. Locally, business is very quiet, due entirely to the recent torrid weather. Current demand is from the East and inland points through the upper part of the state, and as stocks are very light a good trade is expected when fall buying sets in; chestnut coal is reported short by nearly all producing companies, so that some stringency, is looked for a little later in the year when demand becomes active. Steam sizes of anthracite are in good demand and prices well maintained. Soft coal on the Atlantic seaboard is fairly active and demand appears to be well up to the supply of all grades. Many consumers appear to be desirous of getting some stock ahead. The failure of the water supply used for power, has caused an increased demand for soft coal. A fair tonnage of coal is being taken at points along the Sound, while trade in New York harbor appears to be much less active than usual, owing to certain embargoes. All-rail business is taking considerable coal and prices generally steady. Export trade is moderately active and would be better if the ocean freights showed less disposition to advance. The war in China may increase the demand for coal and it will also have a tendency to raise the charter rates at the outset, though that may be offset by the release of many vessels engaged in transporting merchandise to and from the treaty ports. Transportation from mines to tide is slow and vessels are being detained at lower ports waiting for coal. Car supply is better and main line roads are demanding prepayment of freight charges from speculators.

Buffalo advices are that the weakness in soft coal continues, with no improvement expected very soon, as the market, owing to the heavy supply, has got beyond control. There is no increase in the water shipments of coal which amounted to 55,815 tons distributed as follows: Chicago, 22,350 tons; Duluth-Superior, 14,900 tons; Milwaukee, 9,300 tons; Portage, 2,250 tons; Ashland, 1,700 tons; Depere, 1,190 tons; Racine, 1,100 tons; Gladstone, 800 tons; and smaller amounts to other ports, all of which was anthra-cite except 2,900 tons of soft coal to Duluth and 1,190 tons to Depere. The decline in coal freights to Lake Michigan is in line with the weak condition of lake freights generally.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

JULY 18, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90- 2.15
Rice.....	1.25- 1.50

AVERAGE RETAIL PRICES.

White ash.....	\$4.75
Pink ash.....	5.25
Red ash.....	5.50

The anthracite coal while not active is doing a fair amount of business for this season of the year. The movement of coal to the various dealers' yards it is thought is better than usual for the dull period and seems to be borne out by the small stock of coal in first hands. Indeed, some of the companies report having practically no coal on hand of any kind at shipping ports and are overdrawn on the more active sizes. Trade at this center is very quiet. A week ago it showed some signs of picking up and quite a number of orders were placed for shipment, but the extremely warm weather of the last few days has made the market duller than it has been for some weeks. The demand at the moment appears to come chiefly from the East and points inland through the upper part of the state, and judging from the character of this business it would indicate that stocks generally are pretty well depleted and that a full quota of coal will be required for the fall trade, which augurs well for a large tonnage when the present period of stagnation is over. The movement of coal to the West continues good and considerable buying is being done on the strength of possible higher prices. The companies are curtailing the output at mines very radically to keep the tonnage within the requirements of the market. They of course have fair stocks of coal at their various storage yards, which is desired to help out the fall demands, though they are not heavy, and it is believed would not last six weeks in case of a shutdown at the mines by strikes. Nut coal is reported scarce with nearly all producers and it does not look as if they would catch up on this size before the active season sets in, which will likely produce the same stringent condition on this coal that existed last year. The other sizes are in good supply though are not pressing to any extent. Steam sizes are active and in better demand than is usual for this time of the year and prices are well upheld. There has been some talk of a strike by the trainmen of the Central Railroad of New Jersey but late reports indicate that the officials of the road will not let it get beyond their control and that an amicable settlement is assured.

The Atlantic seaboard soft coal trade is in fairly good condition. The demand for all the better grades as well as Clearfield coals seems to be pretty well up to the supply, and there is a considerable amount of it going forward. There is a disposition on the part of the consumers to get a little more stock ahead of the better class of coals. In the George's Creek strike, both sides to the controversy have settled down to a do-nothing basis, and it appears to be a question of when the men will be satisfied to give in. It has been bruited about that as the best part of the season is over, it is a question if the operators will continue to offer 55 cents, and whether they won't reduce it to 50 cents a ton. Trade in the far East is fairly good, consumers that usually use the George's Creek coal, are putting in Clearfield and producing steam with that coal. The water supply generally utilized for power is again short this year, which calls for just so much more coal. Trade along the Sound is taking a good deal of coal, but there does not seem to be any shortage as there is still considerable stock of the poor grades of coal on hand. Trade in New York harbor is somewhat slack. Indeed, more so than it has been for some time, though it is believed with the embargoed cargoes of coal out of the way, the demand will shortly improve. Prices in this territory have been cut in to considerably in the last week or two on some of the smaller steamship business, but so far has had no effect on the general contract market. All-rail trade is taking a good deal of coal and the prices are well upheld in this territory. Foreign business is fairly active. There seems to be a good demand but the vessel supply is short and ocean freights have advanced from sixteen to seventeen shillings a ton, which has retarded shipments, and it is believed that the Chinese war will tend to increase the demand.

Transportation from mines to tide is slow and vessels are being kept at the lower tidewater ports two and three weeks for loading. Car supply is not quite up to the demand and the railroads are looking sharply after cars detained at any of the loading ports any length of time. The main line roads have taken a determined stand regarding this and are obliging the speculators, not only to prepay freight charges on any coal they may send forward, but also to give the names and consignments to which the coal is to be sent.

In the coastwise vessel market vessels are in fairly good supply and freight are if anything a little weaker. We quote current rates of freight from Philadelphia as follows: Boston, Salem and Portland, 70-75; Providence, New Bedford and the Sound, 65; Portsmouth, and Bath, 75-80; Wareham, and Bangor, 85; Lynn, 85-90; Newburysport, 90; Dover, 1.00-1.15 and towage; Saco, 90-1.00 and towage; Gardiner, 80 and towage. The further lower ports are 10 cents above these rates.

An attempt to cause a disaster in the Hoffman mine of the Consolidation Coal Co., Cumberland, Md., was discovered just in time to prevent its being carried out. A dozen men were employed in digging a well in the shaft. They first went down the shaft in a cage, and then, two at a time, in a bucket down into the well 150 feet. They left the well for lunch, and returning, found that an ax had been removed. This led to an investigation, and the discovery that the wire rope around the drum had been almost severed in six places. Had the men started down the well before the plot was discovered at least two would have met death.

BUFFALO, N. Y.

JULY 18, 1900.

These is a continuation of the weak condition of the soft coal trade with-out much expectation of an improvement right away. The supply is so much greater than the demand that the market has fairly got away from the control of such conservative members as were disposed to hold up the prices to a really fair figure.

Comment on the situation as disclosed by the waterworks bids continue, but there is such small comfort in them that the trade must turn some other way for any assurance that prices will stiffen up right away. It appears to have been felt that someone was certain to cut the price down and so nobody tried very hard to hold it up. The lowest bid for the 36,000 tons of run of mine was \$1.91, made by Donnelly & Dunham. It is now stated that the city is likely to throw all bids out on a claim that they are too high, which really means that the bidder of \$1.85 on the previous supply have agreed to furnish the entire amount at their bid, all of which is good business, of course, for the city.

The prices of soft coal are now quoted as follows, per net ton from cars: lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$2; Blossburg smithing, \$3; steamer fuel, delivered on board, \$2.80.

There is renewed activity in the Buffalo steel plant company, which has now reached the full construction phase of its development. A force of about 400 men is engaged in putting in the railroad that is to traverse the tract and will be owned by the company. It is stated that the completed plant will afford a living for more than 30,000 people and, of course, consume more coal or coke than any other concern in the country, as it is to be the largest steel plant in America.

There is no increase of the water shipments of coal, and it now appears likely that the falling off this month will bring us below last season to date. The reason for this is that the two largest shipments have been cut down severely by mine restrictions, so that they could not fill their orders.

The week shipment of coal by lake amounted to only 55,815 tons, according to the custom house record, divided as follows: Chicago, 22,350 tons; Duluth-Superior, 14,900 tons; Milwaukee, 9,300 tons; Portage, 2,250 tons; Ashland, 1,700 tons; Depere, 1,190 tons; Racine, 1,100 tons; Gladstone, 800 tons; Sault, 750 tons; Toledo, 700 tons; Bay City, 600 tons; Marquette, 600 tons; Kenosha, 575 tons; all hard coal but 2,900 tons soft to Duluth and 1,190 tons to Depere.

Freight rates are as follows: Chicago, 50 cents; Duluth, 40 cents; Milwaukee, 50 cents; Portage, 50 cents; Ashland, 40 cents; Depere, 50 cents; Racine, 60 cents; Gladstone, 40 cents; Sault, 50 cents; Toledo, 40 cents; Bay City, 40 cents; Marquette, 50 cents; Kenosha, 60 cents.

The general decline of coal freights to all Lake Michigan ports is in line with the generally weak condition of all-lake freights. But for the scarcity of tonnage all the season the comparatively high rates on coal could not have been maintained so long. As it is vessels in the coal trade have made more money than any others.

There is a continuation of the firm condition of hard-coal prices with a prospect of their holding strong. The trade is reckoned dull, but such being the case through the summer there is no uneasiness on that account.

Anthracite prices, on cars at Buffalo and Suspension Bridge, per gross ton: Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3.00.

Buffalo local anthracite, per net ton from trestle: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, with \$1.00 extra for delivery.

Local shipping agents are generally looking for more liberal supplies of coal for water shipments during the fall, especially as the smaller shippers have been allowed to make gains on the others on account of midsummer restrictions of the supply.

CONNELLVILLE, PA.

JULY 18, 1900.

The Courier says: "The output of the Connellsville region for the first half of the present year indicates that the unprecedented record of 1899 will be easily outstripped in 1900. The output of the first four months of the present year averaged 11,500 cars per week, or nearly a million tons per month. But the boom had then reached its highest mark. The iron and coke trades are familiar with the reaction which then followed upon the stock jobbing operations of a prominent steel magnate. Iron prices sagged and production was quickly curtailed. Thirty furnaces went out in the Mahoning and Shenango valley alone, cutting down Western coke shipments from an average of 6,072 cars per week for the first four months of the year to 4,977 cars per week for May and June. During the same period the average shipment to the Pittsburgh district fell from 3,284 to 2,779. Eastern trade, while it shows considerable fluctuations from week to week, maintained a steady average of about 2,100 cars until last month when it experienced a slight falling off. The full extent of the slump in trade is shown in the fact that the total shipments of the past two months averaged only 9,840 per week as against 11,478 cars per week cars for the first four months in the year.

"The total output of the region for the first four months of the year aggregates 5,746,252 tons and indicates an output for the year, at the present rate of production, of about 11,000,000 tons, or nearly a million tons more than that of 1899. It is probable that the output will be greater."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburgh.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

The Flat Top Coal Land Association announces a regular quarterly dividend of 1 per cent on the preferred shares and ½ of 1 per cent on the common shares, and an extra dividend of ½ of 1 per cent on the common shares, payable August 1.

CHICAGO MARKET.

Agents of anthracite companies report an exceedingly small inquiry and still smaller demand with sales both few and far between. This is not unexpected, as purchases are usually of a light character immediately succeeding an advance, and particularly so after a heavy buying movement such as obtained during the latter part of June. It now appears that the majority of dealers tributary to this center, bought very generally for at least a part of their early requirements, so that in all probability a good proportion of them will again be in the market in the course of a few weeks. This, together with the new business which should be offered at that time, will probably make a fairly active market. Receipts of anthracite just now, are by no means as large as shippers would like to see, considering the amount of coal to be forwarded, though it must be remarked, that few buyers are in urgent need of it during the dog-days. There is continued talk among the shippers of an expected scarcity of chestnut coal, though it is possible a size larger or smaller will be substituted by consumers rather than to pay a premium on nut. Retail deliveries locally and in the suburbs are fair on orders placed in June, but new business is very light and probably will be until the coal is needed. Dealers claim to be holding strictly to the advanced circular of \$6.25 for the domestic sizes on all new orders placed.

Bituminous coal continues in heavy supply and demand light in the local market and this is attended with the usual shrinkage in values. This of course refers to track coal of nearly all descriptions and as long as there is any large accumulation there will be more or less weakness, no matter what the grade. Shipments of soft coal via the lakes to all points north of Chicago have been so heavy that there is now a strong possibility of a further break in charter rates in which event it is rather more than probable that Eastern railroad freights will not be advanced as was expected. Many mines in Illinois and Indiana supplying this market are restricting the work to one-quarter and some to one-fifth time, but even with this curtailment the output apparently is greater than the needs of consumers and the trade generally just now. This of course is usual at this time of the year, but in about a month hence, the ordinary fall commercial business will set in and the market will show more activity. There are yet a number of contracts to be closed and as regards some, it would appear that the buyers are not in any particular hurry to close them, but continue to get what they require in the open market at prices which are lower than those asked for contract coal—a peculiar phase in the situation, and yet not to be wondered at, considering all things. As regards circular it is largely nominal.

Coke has shown a little more activity but really nothing to speak of and prices are no better.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.

ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Grate.....	\$5 25	Cartersville washed nut.	\$2 25	Blossburg	.....
Egg.....	5 50	DuQuoin.....	2 50	Cumberland	.....
Stove.....	5 50	Wilmington.....	2 50	Piedmont	.....
Nut.....	5 50	Spring Valley.....	2 50	Lilly	.....
Grate from yard or dock.	5 25	Riverton, Marion	2 25	Sonman	.....
Egg, stove and nut from	5 50	and similar grades	2 25	Birdseye Cannel.....	5 50
dock or yard.....	5 50	All Spgfd. district	2 25	Falling Rock Cannel.....	5 50
Domestic sizes at retail..	6 25	Penwell and Pana	2 25	Cannelburg.....	3 25
		Alton district.....	2 25		
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 55	Pocahontas	.....	Connellsville.....	5 25 @ 5 50
Sullivan county, Ind....	2 25	Maryland	.....	Pocahontas.....	5 25
Sullivan county, Ind.,	2 00	New River	.....	New River.....	5 25
nut.....	2 00	Ocean	.....	Fairmont.....	5 00
Island, Ind.....	2 30	Montana.....	3 25	Elk Lick.....	5 25
Island nut.....	2 00	Winifrede Splint.....	3 25	Gas House.....	4 25
Coxville, Clinton, etc....	2 00	Thacker	3 25	Charcoal per bushel....	18
Hocking Valley, Ohio....	2 85	Raymond	3 25		
Cartersville, Ill.....	2 50				

CINCINNATI, OHIO.

JULY 18, 1900.

General market conditions here present very little change from those of two or three weeks ago. The demand for steam fuel remains fair to good, but the movement of coal for family use is still very small. The advent of railroads has tended to do away with the former custom of the majority of families "laying in" their coal during the summer while it was cheap, by equalizing prices practically all the year round, and removing the incentive to buy large quantities at one time on account of a lower price. There is a slight tendency now toward lower prices of wholesale through some distrust of each other by the railroad dealers. It is claimed by some buyers that they have been approached with lower prices, but the shippers declare that they are all maintaining the agreement made June 27th for July prices. A slight rise in the river let in several light tows of coal during the week, but not enough to in any way affect prices. There is still only a comparatively small stock of coal in the river, and the river shippers are apparently maintaining prices. They are asking 7½ cents a bushel for Pittsburg and the best Kanawha lump, and 6 to 7 cents a bushel for other grades. Nut and slack continues quite scarce, and quoted at 5 to 5½ cents a bushel afloat in barges. On cars, the best lump is quoted at \$2.50 a ton, mine run \$1.90 to \$2.00, and nut and slack \$1.75 wholesale. Fifty cents a ton added to these prices give the retail prices except for long hauls. Anthracite is fairly active at \$6.50 a ton delivered to consumers.

Herr Richtofen estimates that anthracite coal alone of Shansi, Northern China, amounts to \$630,000,000,000 tons, and that the coal area of that province is greater than that of Pennsylvania.

PHILADELPHIA, PA.

JULY 16, 1900.

The hard coal trade at this center shows little change from that of a week ago and the usual hot weather dullness prevails. This condition does not create any restiveness as producers generally look forward to a lull during the month of July and know that a sufficient demand will come into the market to make up for the present stagnation as soon as the fall trade sets in. There is nevertheless a fair volume of coal going forward to the various destinations in a quiet way, a considerable percentage of which finds its way to dealers' yards, for immediate use, and the balance is placed in storage for distribution later in the season.

Judging from the comparatively small amount of stocks on hand in the face of the large June output, which amount to 4,608,808 tons, it would indicate that the market has taken a good deal more coal than was generally believed, and that another record tonnage will likely be made for the year. The market continues in a strong and healthy condition and little time business is being booked by the companies, insuring a steady future and possibly higher prices before long. The various sizes are in fair supply with the exception of nut coal, which is still short and is likely to continue so throughout the season. The steam sizes are firm and prices well upheld for this time of the year and the opinion is that with a better demand for soft coal these sizes will run short long before the winter conditions exist.

The soft coal trade shows some improvements in spots, particularly in the East, where consumers have but small stocks of coal on hand and are calling for a little more than their present wants require, as they anticipate an advance in ocean freights later, and do not care to pay this additional cost. Trade along the line too is somewhat improved and orders are coming in with a good deal of regularity and prices are well upheld considering the dull season. Consumers eastward that depend largely on water for their power report a shortage in the supply on account of the draught and are in consequence compelled to use coal to produce the necessary power. The George's Creek strike is still on and it looks as if both the men and operators have settled down to tire the other out. The operators say, however, that if the men stay out much longer they will not be in a position to pay them the 55 cents offered earlier in the season and will likely cut it down to 50 cents a ton. There is also some talk of a consolidation of the various interests in this region. Export trade keeps up fairly well, but shipments are curtailed to quite some extent on account of the shortage of vessel tonnage which practically controls the situation today.

Transportation from mines to tide is somewhat slow and vessels are kept waiting in some instances one or two weeks at loading ports for coal. Car supply is fair. In the coastwise vessel market vessels are in good supply and rates a little weaker. We quote as follows: To Boston, Salem and Portland, 70-75 cents; Sound Ports, 65 cents; Portsmouth and Bath, 75-80 cents; Wareham and Bangor, 85 cents; Lynn, 85-90 cents; Newburyport, 90 cents; Dover, \$1.00-1.15; and towage; Saco, 90-\$1.00; and towage; Gardiner, 80 cents and towage.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

MINNEAPOLIS, MINN.

JULY 19, 1900.

The school board of this city gave the Pioneer Coal Co. the contract to supply 5,000 tons of Youghiogheny and 200 tons of hard coal. The prices were \$3.78 and \$7.00 per ton respectively. The water works contract was secured by the P. & R. C. & I. Co., who will supply Youghiogheny lump at \$4.10 and anthracite for \$7.75 per ton.

Robert M. Hazeltine, inspector of mines, with headquarters at Columbus, Ohio, has just completed an inspection of the lignite coal fields of North Dakota. Mr. Hazeltine is an expert on coal lands, and his visit to the Northwest was undertaken at the urgent solicitation of Senator Washburn, who was anxious to have expert information regarding the vast deposits of lignite coal in the vicinity of Wilton, a station on the new railroad in that section known as the Bismarck, Washburn & Great Falls railway.

Mr. Hazeltine says he found the coal to be of excellent quality and in practically unlimited quantities. The supply is enormous, and he sees in the development of North Dakota and the West a wonderful field for the lignite product. Under certain conditions the coal makes as hot a fire and adapts itself to every purpose to which bituminous coal can be applied.

Mr. Hazeltine found the coal in its crude state very susceptible to the elements. It disintegrates after exposure to the weather, and this disintegrating process continues when the coal is burned. But when burned under proper conditions, and in a manner to utilize all the heat units it possesses, it is an extremely valuable product for domestic use as well as for generating steam.

The briquetting process, Mr. Hazeltine says, will have to be resorted to, although excellent results were obtained by the use of a blower to keep a steady draft on the coal. The fire produced was as intense as any made by natural gas and all of the experiments with the blower were highly satisfactory. Samples of the coal from all sections of the country contiguous to Wilton have been sent to Columbus for analysis.

"The coal in the Ecklund mine, near Wilton," says Mr. Hazeltine, "is hard and firm and the best coal I saw in that section. Contiguous to this territory the Washburns have drilled up several hundred acres that appear to be of the same excellent quality. The coal ranges from ten to twelve feet in thickness. It is uniform in the contour of its deposits and drilling is going rapidly forward with a view of developing a much larger area of the land.

"There is no doubt but that once the development of the country begins in dead earnest, these wonderful fields of lignite will be utilized. Experiments are being conducted now in the briquetting process. It takes about thirty pounds of molasses to briquette a ton of the coal. Molasses may seem like a curious commodity to use in such work, but it has been found cheaper than anything else that has been tried. Briquette machines will readily be perfected when the country demands the coal."

SAN FRANCISCO, CAL.

JULY 11, 1900.

Since the "Mariposa" left there have been the following coal arrivals from Australia, viz.: "Port Elgin" 2,763 tons, "Afghanistan" 3,390 tons, "Thallatta" 2,784 tons; total, 8,937 tons. There are reported chartered for coal from Sidney and Newcastle forty-two vessels, with a carrying capacity of 126,000 tons. There are only ten of these due here before September 1st. There are thirty-eight vessels listed for Hawaiian Islands, with about 74,000 tons of coal. Freight rates are quoted at 18s for early, and 17s for distant loading from Newcastle, and tonnage hard to procure at these figures. Our market is almost entirely bare of steam grades; every cargo arriving is delivered from ship's side with dispatch, thus none is yarded, leaving no reserve to draw from. Our Coast colliery proprietors are straining themselves to get their output to market, yet they are unable to fill the orders as they come in. The immense demand this year for Alaska has called into requisition all the available Coast tonnage, and is delaying the loading of steamers for here. It is difficult to predict where the combined navies of the world, which will soon center in China waters, will draw their fuel supplies from. Of course considerable may be drawn from Japanese collieries, the residuum must come from Australia, as British Columbia cannot furnish any for the moment.

MR. JAMES J. KELLY.

The accompanying picture is an excellent likeness of Mr. James Joseph Kelly, who is well and favorably known among the coal trade of Chicago and the Northwest, with which he has been connected some 30 years.

Mr. Kelly is now, and has been for some time, general sales agent of the Springfield District Coal Co., which includes practically all the mines in the territory in the Springfield, Illinois, district, and which places a large tonnage of coal at his disposal. This product of the central section of the coal mining industry of Illinois is admirably adapted for steam purposes and domestic use, and Mr. Kelly is building up a large and steadily increasing tonnage on the same.

Mr. Kelly's entry into the coal business was in the year 1871, when he first entered the employ of the Stai Coal Co., with mines at Braidwood, Illi-



nois. He was connected with them until 1877, when he entered the employ of Beard, Hickox & Co., as manager of their Chicago office, they also having large interests in the Braidwood district.

In 1884 he took a position as traveling sales agent with the Consolidated Coal Co., St. Louis, and remained in their employ until 1886 when he embarked in business on his own account. After being a couple of years in business he incorporated the James J. Kelly Coal Co. in 1889 of which Mr. Kelly was president and general manager. He was also Northwestern sales agent for the Taylorville Coal Co., of Taylorville, Ill., for nearly eight years and during that time placed a large proportion of the output of the company in the Chicago market.

In his new venture as general sales agent of the Springfield District Coal Co., his friends in the trade generally wish him unbounded success.

The Semet-Solvay by-product coke ovens, which were built at Ensley, Ala., some time ago have been so successful in their operation that it has been decided to double the size of the plant by building 120 new ovens, to cost \$500,000, work on which has commenced. The Alabama Coke makers have recognized the advantages gained by the use of these ovens, and their adoption, it is expected, will extend to other points in the South. In connection with these ovens a plant is to be erected for the purpose of working the by-products into various forms for the market.

ON THE WING.

Our Buffalo correspondent says: "Coal is scarce and tonnage plenty, but vessel rates are maintained."

Mr. James W. Thatcher, formerly located on Wall street, New York, has opened coal offices at No. 1 Broadway.

The Iroona Coal & Coke Co., of Philadelphia, has opened offices at No. 1 Broadway. Mr. James H. Hill, being in charge as sales agent.

It is now currently reported that the anthracite coal carrying roads and the eastern bituminous coal roads are concentrating each under one separate interest.

The Galveston Coal & Mining Co. has filed notice of increase of capital stock from \$50,000 to \$100,000. The assets are estimated at \$75,000 and the liabilities at \$5,000.

New York seems to be the dull spot in the soft coal trade at present, and prices during the week have demonstrated this, spot cargoes having sold as low as \$2.00 per ton.

Mr. W. R. Webb, of Webb Bros., Sioux City, Iowa, was in Chicago this week visiting around among the coal trade and made a pleasant call at the offices of THE BLACK DIAMOND.

Mr. C. B. Havens, of Omaha, Neb., is now convalescent after undergoing a surgical operation at the Presbyterian Hospital in Chicago and expects to be fully restored to health shortly.

The attention of mine managers and mine superintendents is called to the illustrated article "Acorn Whitewashing Machine," on another page. This appears to be the one thing needful for quick and rapid work.

Bids for 10,000 tons soft coal, to supply the cruisers at the Brooklyn navy yards, were given out in Washington, on Monday, last. Mr. Jos. K. Wells is reported as being the lowest bidder at \$2.74 a ton alongside.

The output for June was 4,608,898 tons. This brings the tonnage for the first six months up to 22,463,022 tons as compared with 20,648,903 for the corresponding period of 1899, making an excess of nearly 2,000,000 tons.

Following are the new state corporations chartered last week at Harrisburg, Pa., in connection with coal trade: Penn Coke Company, Uniontown, Fayette county; Shaw Coal Company, Pittsburg, capital, \$250,000; Iroona Coal and Coke Company, Philadelphia, capital \$1,000.

The bids on the Army Transport contract for 10,000 tons bituminous coal were opened on the sixteenth instant, and disclosed the following prices: J. C. Wittenberg, \$2.73; D. Duncan & Son, \$2.83; New York Central Coal Co., \$2.85, and Berwind-White C. M. Co., \$3.00 per ton.

The Hazelton (Pa.) Sentinel reports that the "Lehigh Valley Coal Co. has completed a storage place at Weatherly, where it will store 175,000 tons of buckwheat anthracite. Nearly 100,000 tons of this small sized coal is already in store and is constantly receiving additions."

Every coal consumer in the Northwest, is financially interested in the report that the combination of vessel interests to maintain a high rate on coal has been broken, and that the freight rate will now fall to its natural level. Coal prices are high enough, as a rule, without boosting them by arbitrary means.

According to a letter from Norfolk, Md., "The Southern R. R. contemplates the building of a mammoth coal pier at Pinner's Point. The purpose of the company is to bring to tidewater the soft Tennessee coal, which abounds on their line. This coal is mined in the Jellico and Coal Creek districts of East Tennessee."

Our New Orleans, La., correspondent reports that a deal is being negotiated, and a company being formed to purchase the Warrior coal fields of Alabama. The scheme is to bring the Warrior River coal to New Orleans by an all-water route and lay it down at New Orleans at about \$1.30 per ton. The water route is down the Warrior and Tombigbee rivers to the port of Mobile, thence around the Mississippi sound to Lake Borgne canal and up to New Orleans, a total distance of 550 miles, as against 1,856 miles from Pittsburg.

Presidents and secretaries of the Coal Dealers' Associations of the states west of Pennsylvania, will find a communication under "Association Notes," which will interest them.

**

The new coal loading piers of the B. & O. R. R. at Curtis Bay, near Baltimore, Md., will be completed about August 15. It is estimated that 1,000 tons can be loaded hourly and several vessels can receive cargoes at the same time. The length of the trestle is 3,700 feet with coal pockets on both sides of the pier.

**

The executive board of the Mine Workers' Union of Illinois and the executive committee of the Illinois Coal Operators' Association have been called to meet in joint session at the Leland Hotel, Springfield, Ill., Tuesday morning, July 24, 1900. As matters of importance are to be considered a large and full attendance is expected.

**

Messrs. Duncan & Spangler, of Philadelphia, are building a branch line to the new openings in their Brock mines, which will give them an additional output of about 700 tons a day. This concern is fast pushing to the front and by making new openings on their extensive property, will shortly become one of the largest producers in that soft coal district of Pennsylvania region.

**

The Montana Coal & Coke Co., Fisher Building, Chicago, is about to open another distributing yard at Lumber and Thirteenth streets, which will be used principally for the steam trade. The yard at Loomis street and Fifteenth Place will be used for dealers' trade. These changes and improvements have been made necessary by the greatly increasing business of the company.

**

President Whiting of the Dominion Coal Co. issues a circular to stockholders in which notice is given that to provide funds for the increasing business of the company, 10,000 shares of preferred stock at \$110 per share are offered in the proportion of one new share for every 17 shares of preferred or common, or both, to shareholders of record at the close of business, August 1.

**

Our Cincinnati correspondent states that at the meeting of the Coal Exchange last week, the following members were appointed a committee to take action in regard to the coal trade, being properly represented at the Fall Festival to be held in that city: John Brashears, C. H. Jones, W. C. Rogers and Chas. Jones, Jr., who were to report at the regular weekly meeting, on Friday, July 20.

**

The Paradee Storage & Teaming Co., 89th street and Erie Avenue, South Chicago, suffered a serious loss last week by fire occasioned by spontaneous combustion. The fire started in the soft coal chutes belonging to the company, nearly all of which were ruined. A number of loaded coal cars were saved by the prompt attention of the Illinois Central R. R. officials. The loss is estimated at about \$10,000.

**

A Columbus letter states that the business being done by the coal roads entering Columbus is not only attracting the attention of the railroads, but also of the coal operators. The results of their operation are showing up especially well in the earnings of the roads as reported for the fiscal year ending June 30. All of the coal roads of the country have done well the past year, but few have done a better business than the Ohio roads.

**

The New York Central Coal Co., a large corporation in the Cumberland, Md., region, has recently purchased through its superintendent, Duncan Sinclair, 3,000 acres in the Fairmont region, near Fairmont, W. V., from the Pawpaw Coal & Coke Co. The development of the property will begin at once. This is the second company of that region to branch out into the Fairmont district, the George's Creek Coal & Iron Co. having acquired an extensive tract there.

**

There seems to be some trouble over the contract to supply the water department of Camden, N. J., with 5,000 tons of George's Creek coal on account of awarding this business to Wm. F. Moody & Sons who were the highest bidders on Elk Garden Coal at \$2.98 a ton. The next lowest bid was \$2.89 a ton by the American Coal Co's. Coal. A prominent dealer there says he will guarantee to deliver all the coal they want of the above grade at \$2.68 a ton.

**

Operating officials of the Santa Fe Railroad have decided that all locomotives on the line in California shall be equipped by October 1, next, for the use of oil as fuel. It is not known definitely at this time how many engines will be affected, but the road figures on consuming about 720,000 barrels of oil annually. The road within the last few days has contracted for the construction of three monster steel tanks for holding oil. One will be located at The Needles, another at Barstow and the other at Port Richmond, the Frisco terminus of the new extension. Each of the tanks will have a capacity of 250,000 gallons.

The following has been going the rounds of the press for several weeks and it is time it was contradicted: "Experiments have for some time been made in England with smokeless coal. This peculiar fuel may be burned either in an ordinary grate or in a basin in the middle of the room without developing any perceptible odor or smoke at any time. The fire looks like the finest coal fire, and the flame is white and blue." It is almost absurd to have to confute so ridiculous a statement that coal of any kind can be burned without its giving off gas and nauseating odors, and yet the above appeared in the Brooklyn (N. Y.) Times.

**

The Briquette Coal Co. of New York, has sold its plant in Chicago and the right to manufacture under its patents compressed coal in the states of Illinois, Indiana, Michigan and Wisconsin, to the Western Briquette Coal Co., an Illinois corporation, the consideration being \$500,000. Gilbert M. Weeks, of Chicago, is president of the new corporation, whose plant is at Morgan and Thirty-eighth streets, Chicago. While upwards of 20,000,000 tons of compressed coal are annually manufactured in Europe, this is the first concern to manufacture commercially in the United States, their plant in Chicago having been in successful operation about one year.

**

The remarkable increase in coal exportation from the United States coupled with the fact that we became in 1899 the world's largest producer of coal, gives special interest to an elaborate discussion of the world's coal product, published by the bureau of statistics of the treasury department in the April number of the Monthly Summary of Commerce and Finance. Exportations of coal from the United States in the ten months ending with April were nearly fifty per cent larger than those of the corresponding months of 1898, while our total production of 1898 was not only the largest in our history, but larger than that of any other country in the world.

**

Consul Smith at Victoria, British Columbia, has sent to the state department at Washington, some figures which furnish a somewhat startling comparison of the relative value of the precious metals and those of a commoner kind. The statistics show that the total gold production of the province since settlement in 1868 has been \$60,665,198. This includes the returns both from placer mines and lodes. During the same time the production of coal in the province has amounted \$43,953,152, or more than two-thirds of the output of the gold mines, yet no one ever hears of a Klondike rush to a coal mine, although when the enormous expense of prospecting and the percentage of failures are considered, the black diamonds are a more lucrative find than the yellow metal.

**

A decision was recently rendered in the federal court sitting at Kansas City, Mo., of considerable interest to mining companies and mining machinery manufacturers. Judge Carland ruled that companies engaged principally in mining are not subject to the bankruptcy law, inasmuch as they are "not engaged principally in manufacturing, publishing or mercantile pursuits," as a section of the law provides must be the occupation of persons, companies or corporations to be subject to bankruptcy proceedings. The decision was rendered in the case of the Victoria Zinc Mining Co., of Orongo, Mo. The company had installed a new mill costing \$72,000, the machinery contractors being preferred creditors. Other creditors attempted to force the company into bankruptcy and defeat the preferred claims of the machinery men.

**

A mining engineer at Monterey, Mex., writes: "The construction of the extensive railway system of the Mexico Coke & Coal Co., in Northern Mexico, is under way. This company, through its representative, Senor Luis Mendez, was granted a concession by the Mexican Government about six months ago for the construction and the development of extensive coal fields in the State of Coahuila. The company has a capital stock of \$5,000,000. Under the terms of the concession the railway shall center at Moto del Cura and Carrizo, where its coal lands are located. The main line will be built from these points to Barroteran or some other point on the Mexican International Railroad. Another line is projected from Barroteran to San Pedro de los Colonias, on the Mexican Central Railroad, and another from Barroteran to Lampazos, on the Mexican National Railroad."

**

The following may be of interest to some American railroads whose tonnage cost of coal is light: The London (Eng.) Times says: "It is reported that the Lancashire & Yorkshire and the North-Eastern Railway companies have agreed with South Yorkshire coal owners to pay 16s. per ton (\$3.84) at mine for best Barnsley hard coal and the Midland Co. have so far refused to contract at this price, and are reported to be buying freely in Derbyshire, though the bulk of their requirements is still unsatisfied. The Yorkshire market price is a trifle higher than that of other districts, but the railway companies are only being called upon to pay the average market advance. This increased price, will make a difference of £100,000 each (\$500,000 to the two companies which have accepted the tenders in the railway year over which the contracts extend."

The contract for 3,000 tons of coal for the fifteen schools of Davenport, Iowa, was awarded to the Marquette Third Vein Coal Co. Of this amount 1,500 tons is to be delivered by October 1, and the remainder to be taken as required, at an advance of 25 cents per ton. It is stated that the school board of that city deliberated some time, as that firm was the highest bidder, before awarding the contract, but finally on account of the superiority of the Third Vein coal, Mr. J. S. Wylie got the contract. The bids submitted are as follows: J. S. Wylie, Marquette Third vein coal, 13 cents; J. S. Wylie, Cable mines coal, 12 cents; C. B. & Q. Transfer & Coal Co., Dunfermline, 11 cents; E. W. Dixon, Dunfermline, 12 cents; R. I. Fuel Co., Cable coal, 12 cents; R. I. Fuel Co., Peoria district lump, 11 cents; J. B. Frahm Co., Farmington (Ill.) coal, 11 cents; J. McCaffrey, Blossomburg coal, 11 cents; Stoddard & Sommerson, Comstock coal, 10 25 cents.

The first of the week saw some heavy shipments of coal from Newport News for Export. The British steamship Mokta & Rowtor and the Chinese steamship Amesti finished loading 10,000 tons of coal. The Amesti carried 4,000 tons and goes to Marseilles. The Mokta carries 3,000 tons and will go Gibraltar where she will receive orders from the British Admiralty. It is understood that her cargo is consigned to go to the Chinese station. The Rowtor will carry 3,000 tons to Alexandria, Egypt. This is the largest shipment made in one day from that port. The following charters have been made during the week for shipments of coal: From Philadelphia, British steamer King Gruffydd, 1,932 tons, to Tampico. British ship Wasdale, 1,755 tons, Norfolk to Port Pirie, 23 shillings, 6 pence (\$5.64), September. Italian bark Marinni 945 tons, New York to Genoa, 15 shillings (\$3.60), prompt. Exports of coal last week were rather small, 450 tons of anthracite going to Charlottetown P. E. I., and two cargos of a total of 8,500 bituminous valued at \$15,750 going to Gibraltar and Marseilles.

Consul Harris of Mannheim, Holland, in a recent report to the State department, says: "I am receiving frequent requests from local coal dealers and manufacturers for prices of American coal on board ship at Rotterdam. These inquiries are from responsible parties and relate both to anthracite and and bituminous coal. The people in this consular district are watching with intense interest the introduction of American coal. All prices for this market should be quoted f. o. b. Rotterdam. I have promised to ascertain approximate prices for parties here, and shall be greatly obliged for information touching the matter, with names of shippers from most available point for this market." This should be of interest to our Eastern readers, as also the following from Consul Brunage, at Aix la Chapelle, Belgium, who writes: "I have had an interview with a gentleman by the name of Henri Coopman, coal dealer of Verviers, Belgium, who purchases annually 200,000 tons of coal and bought today at mines in this district 10,000 tons at 160 marks (\$38.08) per car of 10 tons f. o. b. cars at mines. He expressed an urgent desire to be informed of prices and ability to deliver American coal at Antwerp, Belgium. Agents of bituminous coal, semi-bituminous and semi-anthracite, seeking foreign markets, should at once correspond with him, quoting prices and analyses."

The Self Culture Magazine will, with the September number and subsequent issues, be known as Modern Culture. This change of title announced by the former proprietors for the July number, was postponed until the end of the current volume to enable the new owners to acquaint themselves with the preferences of their patrons. The new title has been so generally endorsed by the public, and by the friends and supporters of the magazine, that it is now adopted by the owners in the belief that with this more suitable and comprehensive designation, Modern Culture will take that leading place among the magazines and reviews of the day which the past career of Self Culture Magazine justifies them in claiming for it, and which their plans for the future, their close personal attention, business methods, and literary judgment must command. Every effort will be made to keep Modern Culture in touch with the best thought of the day. American topics treated from the American point of view will be given especial prominence by the new management; but as modern culture includes all that is of permanent value in ancient learning so American culture must be informed and broadened by contact and comparison with the best enlightenment of the Old World, and Modern Culture will be therefore cosmopolitan in the best sense of the word. Subscription, as hitherto, \$1.00 only per year, or 10 cents per number.

A dispatch from Washington, D. C., says: "Twelve samples of Japanese coal have been received by the War Department to be tested for use in the quartermaster's department in China and the Philippines. The tests show that the coal compares favorably with the product of American coal mines, and will meet the needs of the department."

The coke output of the Connellsville district for the first half of 1900, will materially exceed that of the previous year, notwithstanding the decrease in output in the last two months. Shipments of coke for the first four months of the year averaged 11,478 cars a week. For the last two months shipments have averaged only 9,840 cars a week. The output for the six months was about 11,000,000 tons.

THE COAL FIELDS NEAR QUEENSTOWN, SOUTH AFRICA.

The following is an excerpt from the Journal of Lieut. Gen. Sir Chas. Warren, written Aug. 1 and 2, 1899, in which he writes of the coal mines in that part of South Africa:

"August 1.—We arrived at the coal fields near Queenstown in the afternoon. The works here are, as in other parts adjoining, lying nearly horizontal, but they are of sandstone and fret away into curious shapes, of which I took a sketch. On turning a corner we came upon the tents of the exploring party. I went up to a big man who shook hands without letting me introduce myself; he proved to be Mr. North, the coal mining engineer. He took me over the coal mine, and asked me to stop the night at his tent, which I gladly assented to. The coal was found by Mr. Ferguson, a farmer. He has been here twenty-one years and won the government award of £50 for the best sample of coal (50 sacks) within a given time. The coal crops out on the side of the hill, and is in horizontal layers, about eight feet thick altogether, separated by thin bands of shale. The mine is on government lands, and is now worked by the government—is eight foot square, and goes in about fifty feet, dipping slightly to the west. The coal is sold at the pit mouth for £1 10s. per ton; carriage to Dordrecht costs 15s. per ton. Mr. North introduced me to Mr. Dunn, the geologist, and Mr. Norton, an assistant. He has lately had a grand function here—Kaffir dance at which 2,000 were present and took part, I am very sorry to have missed it. I want to see these functions and judge whether they are religious ceremonies. Alas! the old Kaffir customs are fast dying out, and there are so few records of them worth having.

"This coal burns well. There is a pile of it on the veldt burning brightly. We dined at sunset and played whist until midnight, and I had a most interesting conversation with Mr. Dunn about my favorite subject, geology. He seems rather disgusted with his treatment by the colonial government. I think they are rather brutal unless you snap your fingers at them. His terms are £2 2s. a day and traveling expenses (say £150 a year), small enough for an accomplished geologist in all conscience. He hails from Australia, and has been over Griqualand West and the Transvaal. He says that the diamond fields about Kimberley (the dry diggings) are old volcanoes with the tops cut off by denudation. If this is the case, there may be diamonds in any volcano if we go deep enough.

August 2.—"Up at daybreak and sketched the coal mine from two points; breakfasted and left the camp before noon. Passed a house where the owner was very sanguine about the coal, and expected soon to be a wealthy man, I hope so too. It will be a grand thing to get good coal for our steamers. Arrived at Dordrecht at 5:30 p. m. A miserable little village on the side of a hill without trees, and with no water near. A poor little hotel, and everything speaks of poverty and want of enterprise. A few more English about here would transform this country."

COAL DISCOVERED BY ACCIDENT.

A correspondent at Montgomery, W. Va., sends the following interesting letter: "A coal mine which has been in continuous operation for nearly three-quarters of a century is somewhat of a novelty in the immediate coal fields, and to those outside of them the statement that one actually existed would hardly be accepted as absolutely true, but there is one near here. The average life of a coal mine is usually not more than one-third this length of time, and along the banks of the Kanawha river can be seen not one or two, but dozens of mines, now abandoned, which were young when this patriarch was pointed to with interest. This mine referred to is the Cannel mine, now operated by the Cannelton Coal & Coke Co., near Montgomery. It was opened as near as can be ascertained about 1835 or 1837, and was the first coal mine in this state, and among the first ever operated for gain in the United States.

"The discovery of this valuable mine was largely accidental. Hundreds of feet above the level of the Kanawha river this seam of coal 'crops out.' The action of storms of countless ages had worn away the earth which covered its face, and the waters of the rough mountain streams pouring over the face and the falling of trees detached parts of it, which rolled to the ledge below. It is said that hunters camping on this ledge, there being no other stones available, used the 'black rocks' to form a border for their campfire. They were surprised and terrified to find that these black rocks readily caught fire, popping and spitting and giving off an intense heat. Terrified, they fled from the spot. They told of their adventure and some braver, though incredible, spirits made the same experiment and found that the rocks were not dangerous and a great improvement over the old wood fires. In course of time all the people in the immediate locality used the coal freely and without charge. A northern company was organized, and then commenced the shipment of coal.

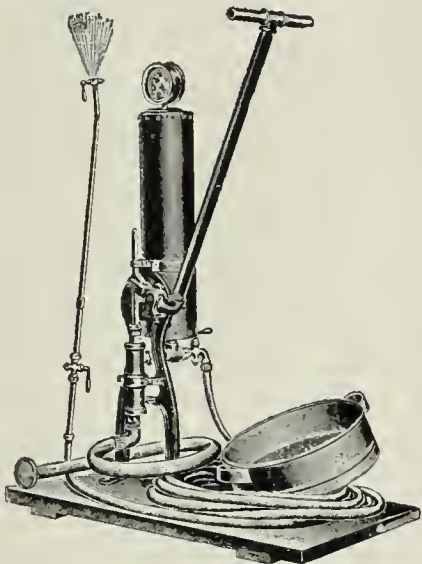
"For a long time the most of the coal was reduced to 'cannel coal oil.' This coal was carried from the mouth of the mine to the river in jute bags by slaves. Afterward this mode of transportation was improved to the extent of employing sledges to draw the coal down, and about fifteen years afterward the present system of mine haulage was introduced. Formerly the coal was floated in pushboats to the few markets, and when the C. & O. came through an elevator was erected and the coal drawn across the Kanawha river and loaded in the cars on this side. The mine today is fitted out with electric haulage, owns three outside locomotives and several miles of track and is one of the largest mines in this state. There is one entry in this mine which runs on a straight line completely through the mountain, and a person can stand at one end and see through the mountain. The honeycombing of the mountain has caused large cracks to open and a number of cows and other stock have fallen into them and were killed. One cow fell into one of these cracks down into the entry and was led out at the mouth of the mine unhurt."

Imports of coal into Spain in the two months ending February 28 were 271,905 tons, and of coke 35,000 tons. The exports of iron ore 1899 were 1,257,750 tons an increase of 59,265 tons. The exports of copper were 142,796 tons, an increase of 19,403 tons.

ACORN WHITEWASHING MACHINE.

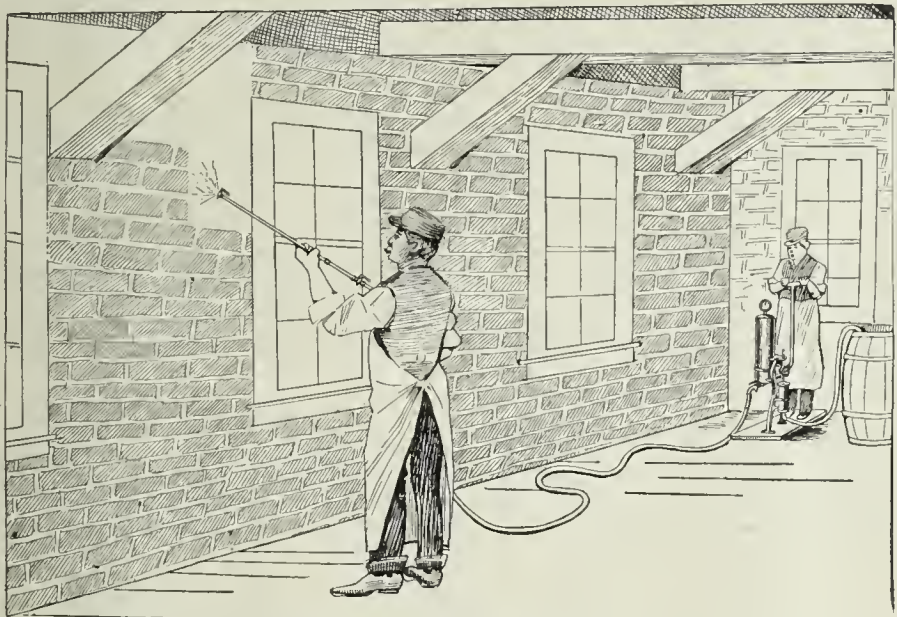
The illustrations show a machine for applying whitewash, calcimine and cold water paint on a large scale, which is manufactured by the Acorn Brass Works, 19-23 South Jefferson street, Chicago.

It is admirably adapted for use on the top works and interior of coal mines, buildings, warehouses, factories, courts, fences, walls, etc., and as it has been in successful use for the past ten years, is confidently recommended and guar-



anteed by the makers, who are in possession of flattering testimonials to its merits as a labor, time and money saver. It spreads the paint evenly without streaking, dirt or spatter, and the wash will stay on longer, as it gets into all crevices and corners. As an insect and germ destroyer and disinfectant it is admirable. The machine is portable, easily handled, can be readily mounted on a cart, wagon or hand car, or drawn about as it is.

In the Acorn spraying machine only the best material is used and great care exercised in its construction. It has a 2"x2"x4" wood platform,



reinforced cast iron frame, solid hard brass cylinder, plunger, poppets, etc., 18 gauge galvanized iron air chamber with brass heads and bottom; has brass faucets and cut-off valves and wrought iron handle. The fittings are all first-class in every respect, and comprise supply hose, with metal strainer, pressure gauge, discharge hose with spray attachment, cut-off, three hard metal spray cocks, special spray cock for cold water paint when desired.

Further information and catalogues may be obtained on addressing the manufacturers as above.

A large part of the coal produced in the Donetz Basin in Russia is made into coke. At the beginning of 1899 there were 2,776 coke ovens; during the year 650 new ones were built. The total capacity of the 3,426 ovens is 120,000,000 pounds, 1,965,600 metric tons of coke yearly.

Writing of the Arizona coal fields a correspondent states that the Deer Creek coal land in Graham county, consists of three basins—the upper, middle and lower. "One of the original prospect shafts has been utilized, but as the roof was in bad condition, twenty-six feet has been filled up. From this point a drift was run twenty-five feet and then the incline was resumed. This incline is down about ten feet, exposing a forty-six inch vein of fine coal. It is good coal; in fact, I never saw better, and I am quite well acquainted with the bituminous fields of Pennsylvania. It does not contain quite so much volatile matter as some eastern coal, but still it is a fine coking article. Dr. Philips tells me he can take out a car load per day from the present vein. A new shaft has been begun a short distance west of the above and is down about ten feet; this is intended to cut the vein at this point. All the coal, so far as present indications show, lies between limestone, which overlies all the mineral-bearing rock peculiar to the country east of Hawk Canon, and abutting the coal fields about a mile west of said canon, being separated by a ridge of limestone rich in fossils."

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The following communication and notice has been received from Mr. J. H. Ulrick, president of the Wholesale and Retail Coal Dealers' Association of Ohio:

"To the presidents and secretaries of the Coal Dealers' Associations of the United States:

"Persuant to a call, a meeting of the presidents and secretaries of the various associations was held in the city of Detroit last winter for the purpose of considering some kind of plan by which the various associations could co-operate for the mutual benefit of all.

"A resolution was passed by unanimous vote asking consent of all state associations looking to the formation of an organization composed of the officers named for the purpose of effecting such an organization, thereby combining the strength of all in any desired direction. This consent having been obtained without dissent, the meeting will take place in the City of Chicago, July 24th, in suite 1433 Monadnock block at 10 A. M. sharp. All presidents and secretaries are urged to be present.

"THE BLACK DIAMOND (Temple Court Building) is headquarters for further information."

It is also understood that members of the executive boards will be cordially welcome.

ANNOUNCEMENT.

The following notification is published in the interests of all parties concerned:

CHICAGO, July, 16, 1900.

GENTLEMEN:—We beg to inform you that we have purchased the entire interest of Mr. Leschen in the Leschen-Macomber-Whyte Co., and that he no longer has any connection whatever with our business, or any authority to act for our company, which will hereafter be known as the Macomber & Whyte Rope Co.

We will continue doing business at the old location, 19 and 21 South Canal street, Chicago.

We now have the largest stock of wire rope in Chicago, and as the quality of same is beyond question, we are prepared to give all orders better attention than ever.

We will continue to carry a complete stock of specialties as heretofore and all orders in this line will be promptly executed.

We will also make a specialty of mine, quarry and contractors' supplies, and can always make the lowest market prices.

Thanking you for past favors and soliciting your further inquiries and orders, we remain,
Yours truly,
MACOMBER & WHYTE ROPE CO.

SHORT DISSERTATION ON COAL, POWER AND LUBRICATION.

Plain and practical remarks upon lubrication are always of interest and value to the extensive user of machinery, and ought to be of proportionate value to all users of machinery. We quote from a paper read at a railroad club, and incidentally sprinkle in some graphite as we go along.

All men are wrong about something. A few men have found out that the coal they burn at one end of their plant, and the power they get at the other, depends on the oil they use between; the rest treat oil as a trifle. A few men have also found out that the addition of 10 to 15 per cent of Dixon's Pure Flake Graphite to the oil or grease used, will enable the oil or grease to do several times more work. Other men are finding this out more slowly. A few don't care a continental.

A good lubricant is a trifle as to its cost, but it is not a trifle as to consequences. Consider what a lubricant is for—to save power in machinery. If the cost of a lubricant were one hundred times more, we would use it, but we would also study it. Even then the true question would be, not what lubricant costs least, but what lubricant saves most of power and machinery? The magnitude of lost power in machinery is variable; it is always large. It may, probably, be fairly estimated that one-half the power expended in the average case, whether in mill or shop, is wasted in lost work, being consumed in overcoming the friction of surfaces. The real value of a lubricant to the user depends upon the value of power saved by its use. To the man running a one-horse thrasher it may matter but little whether the bearings of the old machine are lubricated or not, although there might be an increase in the day's output and a less tired nag if they were. To the large user of power poor and efficient lubrication means enormous waste of power and costs for repairs. Practical experience is far superior to theory, and while it has been most thoroughly demonstrated that an oil or grease is necessary for saving power and preventing wear, it has been just as thoroughly demonstrated that Dixon's Pure Flake Graphite is the only solid lubricant that largely enhances the lubricating value of oils and greases. Furthermore, where this graphite is used a cheaper or lower grade of oil or grease can be used and the expense of lubrication reduced as well as power saved.

In a method for making briquettes patented by Herr C. Fiedler, of Munich, damp small coal is mixed with about 10 per cent of sulphite cellulose lye, about 2 per cent of blood and about 1 per cent of lime water, this mixture being pressed cold in any manner preferred.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

C. C. Hubbard of Joplin, has purchased the coal business of Stafford & Son of Carthage, Mo.

Thomas Small's large coal yard, located at 2611 Lodi street, Syracuse, N. Y., was destroyed by fire July 12th. Loss, \$8,000. No insurance.

The contract for furnishing coal for the jail, county asylum and the court house, at New Albany, Ind., has been awarded by the county commissioners to John Finger & Son.

All of the twelve coal dealers in the city of Easton, Pa., sent in proposals to supply the Easton school district with coal during the coming year, and the bids were alike in prices—\$4.70 a ton for egg, stove and No. 1 chestnut, and \$3.65 for No. 2 chestnut, taken from Upper Lehigh mines; \$4.60 a ton for egg, stove and No. 1 chestnut, and \$3.15 for No. 2 chestnut, taken from the old Lehigh mines. There being no difference in the prices, the Board's Fuel Committee, at a meeting held last evening, decided to equally divide the contract among all the bidders.

A Westminster, Md., correspondent writes: "Coal dealers in this city have announced a heavy reduction in the prices of the various kinds and grades of that article of fuel. There are at present two firms or companies in the place engaged in the coal and lumber business—the Lumber, Coal & Supply Co. and Messrs. Smith & Reifsnider. The formation of a new company, to be known as the Citizens' Coal & Lumber Co. of Carroll County, has been announced to take place this month, by Charles C. Gorsuch, a leading Westminster business man. The competition thus provoked is apparently causing a cut in prices, which have declined 15 to 20 per cent within the last day or two."

The following coal bids were received by the Orange, N. J., School Board. There were ten bidders and there was nearly a dollar a ton difference in prices between the lowest and the highest bidder. The bids for Lehigh and Scranton coal were as follows: A. F. Spangler & Co., East Orange, Lehigh egg, \$4.48; stove and nut sizes, \$4.76; Scranton egg, \$4.40; stove and nut, \$4.62 15 cents a ton for carrying in and 10 cents a load for weighing on city scales, as required by the Board; George Spottiswoode & Co., Orange, Lehigh egg, \$4.38; stove and nut, \$4; Scranton egg, \$4.28; stove and nut, \$4.51; Watchung Coal Co., West Orange, Lehigh, all sizes, \$5; Scranton egg, \$4.45; stove and nut, \$4.68; carrying, 15 cents a ton; A. M. Matthews & Co., Orange Valley, Scranton egg, \$4.28; stove and nut, \$4.51; carrying 25 cents; S. & C. A. Linsley, Orange, Lehigh egg, \$4.90; stove and nut, \$5; Scranton egg, \$4.28; stove and nut, \$4.51; W. A. Freeman, Orange, egg, \$4.25; stove and nut, \$4.40; carrying extra; no quality specified; Berg & Holey, Orange Valley, \$4.75 for all grades and sizes, carting and weighing extra; S. Wilson, Jr., Newark, Lehigh egg, \$4.13; stove, \$4.33; nut, \$4.33, 12 cents for carrying in; J. C. Conover, Orange, egg, \$4.64; stove and nut, \$4.84, any grade; Lenape Coal Co., East Orange, all sizes, \$4.10, Plymouth coal, carrying 15 cents extra. All the bids were referred to committee for classification.

CARS PAINTED IN TEN MINUTES.

"A number of American railways now paint all their cars by machinery, and the apparatus used is very curious and interesting," says American Exporter. "The paint is first mixed to about the consistency of cream and then poured into a small steel tank connected with a reservoir containing compressed air. When the valve is opened, the fluid is forced up into a flexible tube about as big around as a man's thumb, and comes out of a brass nozzle in the form of a fan spray, thin as a knife blade. All the operator has to do is to wave the nozzle two and fro, using it exactly like a brush. The spray at the top is not more than an inch broad, so if he wants a narrow stroke he has merely to bring it near, and vice versa for a wide one. It is claimed that the apparatus deposits a paint film of exactly the same thickness throughout, which is, of course, impossible to do with a brush, and that its work is consequently more durable and a better protection from the weather. Be that as it may, there is no denying its superior speed. The rapidity with which painters using compressed air work is marvelous. They stand on movable platforms, which are pulled forward and back before the cars, and they literally paint them on the run. The time occupied for each, averages about 15 minutes, and the men claim that they can even do an entire car in ten minutes at a pinch." Why could not this apparatus be used for painting tipples and the top-works of coal mines. The majority of the larger mines throughout the country have compressors, so that all that would be required would be a tank for the paint, tube and sprayer.

SHIPPING COAL TO ENGLAND.

The first cargo of Pennsylvania soft coal ever sent from this city to London will leave Philadelphia shortly on the British steamship Queenswood, which has just been chartered for that purpose. It is said that only two other cargoes have ever been shipped to London from this country, and these were sent from Norfolk.

Unusual importance, it is said in coal circles, attaches to the present shipment, because the coal is to be used as fuel by English railroads, principally the London and Northwestern, whose expenses have been considerably increased of late by the high prices they have had to pay for English coal.

The Queenswood cargo will consist of 4,000 tons, for which she will receive 16 shillings, about \$4 a ton freight. Even at these prices, which will make the coal cost in England something like \$7 a ton, the Pennsylvania product is said to be somewhat cheaper than the native coal. The Queenswood is now due from England, and will load her outward cargo in time to leave Philadelphia this month.

WESTERN COAL AND COKE NOTES.

The Oakland Coal Co., of East St. Louis, Ill., has filed a certificate of increase of capital stock from \$10,000 to \$15,000.

The firemen in the Brazil, Ind., block coal district have demanded an advance of over 10 per cent in their wages, which the operators promptly refused last week.

The Pickering Coal Co. has commenced sinking a fifty-foot shaft to the coal at Camden, near Richmond, Mo. Chas. Anderson, recently of Hamilton, is superintending the work.

An eight and half-foot vein of coal has been discovered on the Solon Huntley farm, two miles north of Hadley, Pike county, Ill. It has been tested and found to be of excellent quality.

The Wolverine coal mine in Williams township, Bay City, Mich., owned and operated by farmers, has reached the vein of coal, and last Sunday the opening of the mine was celebrated.

William Scott, Toulon, Ill., has found a 44-inch vein of coal at a depth of 74 feet, which has a good slate roof and at bottom fire clay. The vein has been thoroughly drilled and a shaft is to be sunk soon.

The Mineral Range Railroad has begun the construction of a 50-foot addition to its coal shed at Hancock, Mich. The coal shed and coal dock are one, that is, the dock is so constructed as to provide storage room for the locomotive coal.

The Chronicle of Carbon, Ind., says: "The Brazil Block Coal Co., is doing some extensive drilling on several farms north of town, on which they have options. If the prospects prove successful shafts will be sunk in the near future."

Bituminous coal miners in the entire district west of the Allegheny Mountains are now getting higher wages than were ever paid in the industry before. Mr. Bryan will have to do energetic missionary work among these men to convince them that prosperity has not returned.

A Marshalltown, Iowa, correspondent reports that a new shaft has been sunk at Newton, near that town, and that the machinery has been installed. The vein ranges from 3½ to 5 feet in thickness and the coal is of good quality. The Chicago & Rock Island will put in a spur.

The Eldon Coal & Mining Co., Eldon, Iowa, has recently completed extensive improvements at the Shawville mine having equipped the same with modern mining machinery and enlarged the shaft, giving them heavier cages and better facilities for handling the output of the mine.

J. C. Lees, of Kummerer, and J. W. Sammon, of Evanston, Wyo., who recently purchased the Edwards ranch, about one mile from Evanston, have been prospecting for coal. Recently they struck a ten-foot vein of good coal which is an extension of the Almy vein. They are going to put in a steam pump and hoist and begin mining without delay.

The Iron Mountain, Mich., Gazette, says: "The St. Paul has purchased nearly 300 carloads of coal which is being shipped to Menominee. The coal is brought from Ohio and Pennsylvania points. Every Ann Arbor boat brings in several carloads. This coal is distributed from Menominee to the various supply stations of the road, principally to Ellis Junction, Champion and Iron Mountain."

The San Francisco (Cal.) Call says: "The town of Tesla, with the extensive works of the coal mines, has been threatened with destruction by a great brush fire which for four days has been raging on the slopes of Corral Hollow, surrounding the town. For many miles along the eastern slopes of the canyon the timber and brush have been burnt out, and so close to the settlement has the fire raged that hundreds of men have been constantly fighting the flames which are licking up everything in their path."

The Pleasanton (Kan.) Observer says: "A few days ago the directors of the Western Coal and Mining Co. and the Walnut Land and Coal Co. met at Foster and accompanied by a corps of engineers arranged a division of 4,000 acres of land located in western Bates county in which these companies are interested. For a number of years these gentlemen have tried to perfect a division without success. Friday, however, the matter was arranged and one or both companies will begin the work of development at once."

The Times, Seattle, Wash., says: "Among the arrivals of the Butler is C. B. Niblock, who owns the coal mines near Snoqualmie, together with a valuable tract of land in the same vicinity. He is also president of the Brazil Block Coal Co., of Chicago, operating a number of mines in Indiana. He is here to look over his property with a view to its development, and says that it will be opened up as soon as adequate railway facilities can be provided. He speaks enthusiastically of the future of the coal trade in this state and predicts a great future for it."

A correspondent at Green Bay, Wis., says: "The amount of coal which dealers in this city have now on hand for next year's trade, is the largest which they have had at this time in some years past. The boats have come in very thick this spring and summer and nearly all have had coal cargoes. Last year the supply of coal in this city was very small at this time. This was due to the fact that boats were scarce and could not be chartered. The consequence was that late in the summer there were a large number of vessels rushed in. It is expected that this will not be the case this year."

The Terre Haute (Ind.) Express says: "The Curryville mine which has been abandoned for several months past began to cave in during the week. The foundation of the head gear and other parts of the frame work went down with the rest of the debris, and the chasm which now spans the mine is twenty feet in width. As the mine is located near the railroad track it is feared the frame work of tippie will topple over on the track. The mine still continues to cave in and the chasm is still widening. The only support left the head gear is two long braces and the shed in which coal was taken off the cage and dumped and weighed."

PRIMITIVE ANTHRACITE MINE AND BREAKER.

Small operations in the anthracite region are not as prevalent as those in the bituminous region, for the very good reason that no matter how small the plant is, the fact of the preparation, such as sizing, washing, etc., hard coal must be put through before marketable, renders the cost of even the smallest plant enormous when compared to that of its softer rival. So what we may term "the one-horse plants" are somewhat rare in the anthracite region. But occasionally one will meet with one. One of which a description will be permissible was that seen by the writer a few years ago. It was located near the middle of the southern coal field, working one or two of the veins on the south side of the field. Thin veins are quite numerous about this locality and are hardly workable on account of their size. Two miners had obtained a lease from one of the large coal companies, and were mining and preparing coal for the farmers and a few residents in the vicinity.

The breaker was as portable an affair as possible, in order to be readily moved to different portions of the property as the various veins became worked out. It was constructed of unhewn trees felled in the adjacent woods, while trees and limbs in the immediate vicinity were made to serve as posts, beams, and braces. The breaker was literally built among the treetops, reminding one of the stories he had read of the homes of primeval man. The screen used in sizing the coal was a short circular one, and can be said to be the only article in use not made on the ground. The numerous home-made repairs it had been subjected to would soon remove this slur. All the other appliances were manufactured from the raw material at the plant. Of course there wasn't much needed, the plant not being extremely large. The tonnage, on favorable days, running from 2 to 3 tons.

The number of hands employed was also limited. One partner had charge of the inside workings. He was the mine foreman and also the only miner; at times served as timberman, trackman, and mule. The other partner had charge of all the surface arrangements, being also, the breaker boss and the only a slate picker. He looked after the screen and was platform man, dumping the mine cars and breaking the lumps of coal with a hammer. He looked after the breaker machinery, occasionally throwing a piece of slate at it to keep it moving.

The motive power was a horse, attached to a pole probably 12 feet long, and walking in a circle. The pole was attached to a vertical shaft from which the breaker and hoisting machinery were driven. It was so fixed that when the breaker machinery was running the hoisting stopped, and vice versa,

thus economizing in motive power and wear and tear of machinery. The pulleys used were cut out of boards or planks, a sufficient number being nailed together to get the required width. They were faced with old pieces of leather, etc. Pieces of discarded belting, together with odds and ends of ropes, served as the transmitters of energy. The mine cars used were entirely homemade affairs, even the wheels and axles; all being of wood.

A lower vein was worked by means of a shaft. The cage was an oil barrel, suitably arranged so as to be easily dumped. A small stream of water nearby was made to run a crude waterwheel on a wooden shaft, which furnished power to drive a diminutive exhaust fan. This, by means of pulleys of suitable size, was rotated fast enough to ventilate the mine. An eccentric arrangement at one end of the waterwheel shaft, to which a wooden rod could be readily attached, furnished a reciprocal motion to work a lift pump.

Altogether it was an ingenious example of what can be accomplished by a resourceful man, as one could wish to see. All the necessary appliances in use at the plant were made by these two men, and of odds and ends of material that any other man would consider worthless. It was surprising to see the ingenuity displayed in fashioning various pieces and parts of necessary machinery out of wood. Here in this out-of-the-way place could be seen devices in use which would have done credit to a plant a thousand times larger, where the facilities for making them would also be 100 per cent greater—L. C. Morganroth in Mines and Minerals.

SOUTH AFRICA'S COAL DEPOSITS.

Lionel Phillips, in the Contemporary Review, says: "Immense coal seams, conveniently located, some of which are of excellent quality, within 10 per cent of the best Welsh steam coal, and deposits of iron, lead and other valuable minerals abound. I do not believe that the most sanguine of those intimate with the country realize what a great future lies before it, or what millions of surplus people from overcrowded countries it is destined to hold. Its mineral wealth will pioneer the population required to awaken its resources, but the exhaustion of its gold and diamonds, which is scarcely probable in the next century, will not result in any withdrawal of white men, who by that time will be far more numerous employed in other industries than that of mining, which is paramount today."

The Valley Coal Co., West Bay City, Mich., is building a brick plant in connection with their coal mine, for the manufacture of all kinds of brick.

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EASTERN COAL AND COKE NOTES.

It is reported that the Brookside Coal Co., Avoca, near Wilkesbarre, Pa., has suspended operations for an indefinite time.

The foundation of the Otto coke plant at Hamilton, Ohio, were commenced last week which consists of 1,700 square yards of concrete.

The Montana Coal, Iron & Coke Co., at Camden, N. Y., filled articles of incorporation last week. The capital stock is \$4,500,000 with \$1,000 paid in.

In less than 30 days the Audenreid Coal Co.'s washery at Traskow, near Hazleton, Pa., will be in readiness to start work. The washery is an extra large one.

The Pittsburg Coal Co., Pittsburg, Pa., has purchased the coal underlying the Quail and Rasel farms in North Strabane township, about 500 acres in all, for \$100 per acre.

A new Ohio corporation is the Tippecanoe Coal Co., Cleveland. Mining and selling coal. Capital, \$50,000. Incorporators: S. Parks, C. G. Reynolds, Emma Johnston, L. Parks, C. R. Bissell.

It is stated that the Pennsylvania and Wabash R. R. Companies and the Pittsburg Coal Co. are after the charter of the Pittsburg State Line R. R., a railroad which exists on paper only, but now valuable.

A new Pennsylvania corporation is the Marine Coal Co., of Pittsburg; capital, \$200,000; incorporators, J. M. Horner, Braddock; John Warren, Beaver Falls; A. L. Wallace, James H. McQuaide, W. H. Brickell, Pittsburg.

Delegates, claiming to represent some 20,000 miners in the anthracite coal fields, assembled at Pittston, Pa., last week. It is stated that a number of grievances will be formally presented to the mining companies before September.

A correspondent at Massillon, Ohio, writes: "The Fox Milling Co., here, which was recently incorporated with a capital stock of \$100,000, has leased several thousand acres of coal territory south of this city, the development of which will be commenced immediately."

J. V. H. Cook & Sons, Washington, Pa., have recently purchased a large tract of coal underlying land in South Strabane and Chartiers townships and they are now beginning the erection of works at Meadow Lands. The tract includes several hundred acres, and is considered very valuable territory.

The Johnstown (Pa.) Democrat says: "Coulter & Huff, doing business at Conemaugh under the name of the Argyle Coal Company, will soon open a new mine on the Conemaugh side. The one on the Franklin side is to be abandoned, about all the coal having been mined. The company will continue to load the cars as formerly, but a new bridge of steel will soon take the place of the one now in use."

The Times, McKeesport, Pa., says: "The Phillips Coal Co. has closed an option on about 1,000 acres of coal land fronting on the Monongahela river near Fredericktown, the consideration being about \$175,000. James Neale, connected with the Wayne Iron Works, and several other Pittsburg men were the buyers. From other parties about 400 feet of surface along the river was also purchased for \$2,000. The coal will be operated by the new owners."

The Pomeroy (Ohio) Tribune says: "The Gallipolis Co., that purchased the Antiquity Coal Works, proposes to pump out the mine at once and if it is found in reasonable good condition will put it in working order and operate same. The mine is filled with water and as it has been a number of years since it was last operated there is no telling in what condition it will be found. There are 2,200 acres in this tract, 45 of which have been mined out. The vein is 186 feet below the surface and is almost free from top or horn, which is found in large quantities in the other mines in the Pomeroy Bend."

Cowansville, Pa., promises to be a progressive mining town. The Cowansville Mining Co. has purchased 1,000 acres of coal land and has two gangs of men at work driving entries and grading tramways. The mines will give employment to 300 men and the output will be 600 tons daily. The company has contracted to coal the locomotives of the Buffalo, Rochester & Pittsburg Railroad and expect to dispose of the balance of the output in Butler and New Castle. The Cowansville Mining Co. is composed of John L. Murray of Mosgrove, John C. Baker of Kittanning and Jacob Merwin of Adrian, all of whom were connected with the Pine Creek Coal Co. of Mosgrove, the oldest and most extensive coal mining company in the Alleghany valley, which recently sold out to the Pittsburg Plate Glass Co. for \$50,000.

According to the Sunday Press, of Pittsburg, Pa. "Another big deal has been closed in Greene county. The Wayne Iron Co., it is said, has purchased a track valued at \$275,000 and will operate the largest mines in the Pittsburg district. The big company, under the management of Jesse Sanford, is driving three main entries and the track formerly owned by Litzenburg has been purchased by T. V. Thompson, of Uniontown. The latter is one of the largest coal land owners in Greene county and his investments are a direct repudiation to those who have been trying to discourage the purchase of coal lands in that section of the Pittsburg vein which is considered one of the best in the country. The coal, according to the best authority, in that section is between eight and twelve feet. This is not the opinion of the speculator but the results of the investigation of the most experienced men among whom are the most reliable geologists in the country. During the past six months more than 30,000 acres have been purchased in Greene county, and no one is giving the alleged fault which was stated to have been recently discovered any consideration. Suffice it to say this fault was known to the coal men in the Monongahela valley for several years. The mine boss in the Riverville mine was familiar with the fact long before it became the property of the Monongahela Consolidated Coal Co."

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SOUTHERN COAL AND COKE NOTES.

Howard Bryan, Dillon, Ga., has discovered coal on his property at Cassandra and will develop the product.

The Steam Coal Co., Baltimore, Md., for mining and shipping coal, has been incorporated with a capital stock of \$10,000.

A large number of striking miners have been arrested at Lonaconing, near Cumberland, Md., charged with riot, etc., among them are several officials of the miners' union.

A newly incorporated company is the New Glendale Coal Co., Wheeling, W. Va., capital \$300,000, by H. V. Brandenburg, J. W. Harle, J. M. Ostrander, E. Tibbits, A. Wren, all of New York city.

The Fire Creek Coal Co. has been incorporated by T. Mason Miller, Jr., Alfred Joffe, John Scott and others of Staunton, Va., for the operation of coal lands on Fire Creek; authorized capital \$200,000.

At Cannelton, W. Va., the Raven Coal & Coke Co. has been incorporated by C. B. Sharp and C. C. Sharp of Corning, Ohio; T. F. O'Neal, of Columbus, Ohio; F. Hornan of Cannelton, W. Va., and others.

The Middleton Coal Co. has been incorporated at Monongah, W. Va., with an authorized capital of \$100,000, by J. N. Camden, Wm. Armstrong, Isaac D. Davis and others, all of Parkersburg, W. Va.

A coal mine has been opened two miles from Gray's Station, near Corbin, Ky., and a two-mill spur from the Louisville & Nashville will be completed this week. The property which is known as the Silver mine, is working about forty-five men.

At Birmingham, Ala., Sloss Mine No. 1 was damaged some \$10,000 worth, last week, fully covered by insurance. The men around the mines went to work with a will and succeeded in saving the compressor, hoisting engine and one-half of the trestle. It is expected that everything will be in running order in another week.

The Chattanooga, Tenn., Times, says: "The Los Angeles Beet Sugar Refining Co., Los Angeles, Cal., has placed an order with the Durham Coal and Coke Company, whose ovens are situated near Chattanooga, to supply the coke for their mammoth refinery in Los Angeles. Durham coke was decided upon in preference to all others."

The Campbell Coal Co., which recently purchased 4,000 acres of coal land at Crossville, Tenn., is preparing to build 100 houses, is drilling five wells, building five miles of railroad to connect the mines with the Tennessee Central Railroad and is erecting extensive sawmills to develop the lumber interests. Several veins of coal have been found on the property, and 100 men will be put to work at once developing them.

It is currently reported by the Wheeling (W. Va.) Intelligencer that over 300 hundred miners at the Flemington Coal & Coke Company's mines came out on a strike Tuesday and posted notices at the mines forbidding the operators from employing other men until the grievances have been adjusted. The managers on Saturday gave the men notice that a 20 per cent reduction would be made in wages Monday. On hearing this information a meeting of the miners was called at which it was decided to go on a strike.



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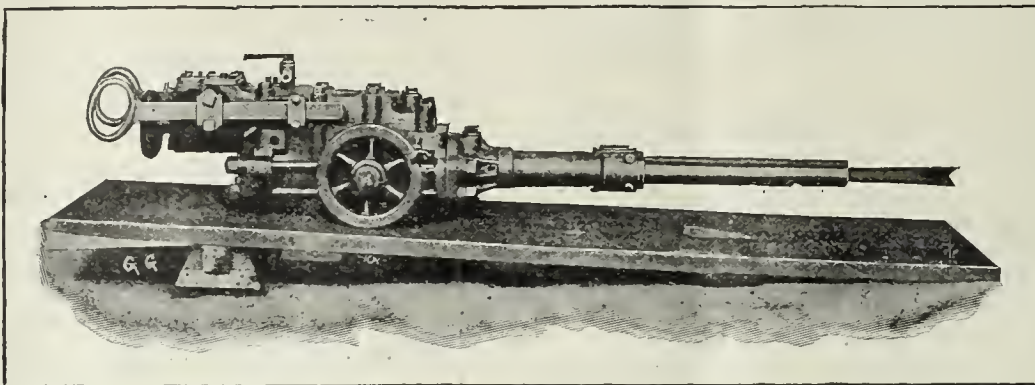
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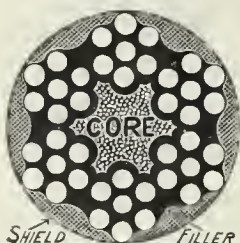
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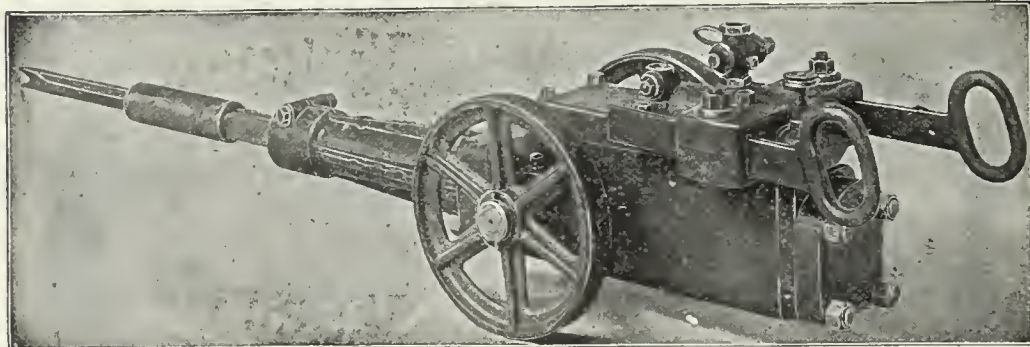
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THE BLACK DIAMOND.

PUBLISHED WEEKLY

IN THE INTEREST OF THE COAL INDUSTRY

BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

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JOHN B. LUCAS, - - - - - EDITOR.
MRS. H. A. BISCHOFF, - - - - - BUSINESS MANAGER.
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MARKET REVIEW.

There is now an absolute certainty that all rail anthracite is superseding lake coal on the east and west shores of the state of Michigan. This has been made possible by the combination of railroads known as the "Pere Marquette," which announced a rate that is competitive and the cargo tonnage affected from Buffalo is quite large.

Next month the miners in the anthracite coal regions of Pennsylvania will present a list of grievances to the operators for discussion and adjustment. It is stated that the dissatisfaction among the men is quite general and if the United Mine Workers' union is as strong as it is said to be in those districts, then, in the event of a disagreement, they may be in a position to seriously affect the output of anthracite, in which case those dealers who bought early in the season will have cause for self-congratulation. There is a fair amount of coal both East and West, but a general strike in September, and continued through the month, would not only have a hardening tendency on prices but it might also cause the development of some shortage. There is already strike trouble at several of the mines around Scranton which may spread into other disaffected districts.

Anthracite coal in the West continues quiet, while in territory east of here there is a fair volume of business doing and better still, it is steady. It is evident from the amount of coal being forwarded to Western towns, excepting Missouri river points, that the orders placed last month were vastly more numerous than had been expected. Little buying has been indulged in by dealers along the "Big Muddy" and it is not believed that much will be done until the coal is consumptively required sometime in October, when it is possible, though not very probable, that the freight rate may be reduced. The railroad pool

between Chicago and Missouri river points is to remain in force for three months from July 1, but may be continued indefinitely if so desired by the lines affected. The amount of rail coal on track for re-consignment is not large and an active spirit would soon scatter it through the country. The circular of \$5.25 broken coal and \$5.50 for the domestic sizes is maintained.

Bituminous coal is in greater supply than demand, and particularly in regard to certain steam varieties which have accumulated on account of the closing down of so many manufacturing concerns in the iron and steel trade, or directly, or indirectly connected with them. This had occasioned a big shrinkage in the demand for steam coal, but orders are now beginning to be more abundant and it is believed that the worst phase of the dull season has passed. These orders are to apply on contracts already made or are entirely new business. Inquiry from the country trade is increasing, and it begins to look as though there will be a fair amount of commercial business doing inside of two or three weeks. Coal mined in the East is in fair supply, but it is a notable fact that when there is any serious decline or falling off in the consumption of steam coal, it also affects the demand for and use of the better grades of the Eastern product. Steam harvesters are using a large amount of fuel and shipments now show greater activity. This branch of the trade has been agreeably disappointing to shippers generally, as the tonnage going forward to all parts of the country throughout the Western states averages much larger than last year, with the probable exception of the Northwest and Michigan. The further decline in water rates on soft coal should enable all dock companies on the lakes to stock up fully. In this connection it is understood that shipments of screenings from the Pittsburg district to Lake Erie ports have been especially heavy since the big falling off in the demand for iron and steel and consequent decline in the consumption of fuel at the mills.

Our New York representative reports a decided improvement in anthracite coal during the past week. Orders are more active and coal is moving more freely than it has been for some time. Prices are stronger and the opinion holds generally that the fall buying will commence earlier this year on account of expected trouble at anthracite mines in Pennsylvania, which may greatly curtail the output of coal. It is also believed that many of the larger dealers are discounting the November elections and are looking forward to a revival in business generally as well as to an advance in the circular price. All the companies are being urged to forward coal on old orders, and just now this is taking the bulk of the tonnage. Though seemingly dull, there is quite a fair amount of coal going to the East. Business in New York and environs is fairly good and fully up to the average for the season. Prices are well maintained and with some of the companies there is an upward tendency. The companies generally are making an earnest endeavor to clean up old orders and are not accepting any new business for delivery beyond July. Soft coal on the Atlantic seaboard is dull and particularly so in certain localities. The advance in ocean freight rates have, for a time at least, put a damper on export coal, but this is believed to be temporary only, as the unsatisfied demand abroad will offset the rise in rates. Ocean going vessel tonnage is also in short supply. Some large contracts are still pending, though it is doubtful if they will be closed at present. In the far East soft coal is not very active, but the prospects are good and prices are hardening. Business along the Sound is fair; but in New York harbor it is quiet and a material falling off is noticed; the latter applies also to all rail coal, though in a lesser degree. Transportation from mines to tide is really better than usual.

Buffalo advices are that there is a somewhat better demand for soft coal and the requisitions from the thresher trade are helping matters, prices though are not yet firm. The hard coal trade is in good shape, though there is a scarcity of tonnage for lake shipments, the decrease being notable. Shipments of coal by lake from Buffalo for the week aggregated 35,210 tons, distributed as follows:—Chicago, 6,300 tons; Green Bay, 4,825 tons; Waukegan, 3,380 tons; Milwaukee, 4,200 tons; Manitowoc, 2,000 tons; Bay City, 1,700 tons; Duluth, 1,550 tons; Fort William, 1,400 tons; Portage, 1,225 tons; Toledo, 1,165 tons; Kenosha, 1,000 tons; Racine, 925 tons; Hancock, 850 tons; Alpena, 540 tons, and Gladstone 500 tons, all anthracite, and 650 tons of soft coal to Port Colborne. Freight rates are now 40 cents, except Toledo, 30 cents, and Port Colborne, 25 cents.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

JULY 25, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90- 2.15
Rice.....	1.25- 1.50

AVERAGE RETAIL PRICES.

White ash.....	\$4.75
Pink ash.....	5.25
Red ash.....	5.50

The anthracite coal trade has shown decided improvement during the past week. There seems to be a quickening going on in all of the consuming territories, that is being reflected into the wholesale market and is moving coal off much more freely than has been the case for some time. Prices, too, are hardening, and it is the opinion now that the usual fall activity will set in early this year. This condition, it is thought, is brought about more on account of the anxiety on the part of the consumer than of the dealer, to know where his coal is coming from this year, as there is some apprehension of trouble at the mines, which it is feared may seriously curtail the output when the coal is in the greatest need. No doubt, too, many in the trade are discounting the November elections and are looking forward to a boom with a general advance in price, and are seeking to get under cover in time to benefit by the present prevailing figures. All the companies are being pushed for deliveries on old orders and this seems to be keeping them more busy than the new business, and is taking the bulk of the tonnage at the moment. The West is particularly urgent in their requests for prompt shipments and are apparently looking forward to the handling of a large tonnage. The far East is comparatively dull, though there is some business being done right along, and the tonnage going forward to this territory is fairly large and would indicate that it is taking more coal than would appear at a glance. Trade around New York is good, and fully up to what is expected at this time of the year, and although dealers are not yet ordering in large quantities, there is a desire more than usual to keep a little ahead of their requirements. Prices are well maintained and are showing an upward tendency with those concerns who are accustomed to shade below circular figures to secure tonnage. The companies are making an effort to clean up their old orders and are not accepting any new business for delivery beyond the current month. The output continues to be kept well in hand, which is already showing its effect upon the stocks at tidewater, which are reported small with most interests. The various sizes are in fair supply, outside of nut coal, which is scarce, though they are by no means heavy. The labor situation at the mines is not in the most satisfactory condition and there is a possibility of trouble by September 1. The labor agitators have been particularly active of late, and it is thought that the men are better organized than they have ever been.

The Atlantic seaboard soft coal trade is dull especially in spots. People hardly know whether to attribute it to the usual midsummer dullness, which is due about this time, or the general slowness in trade. The scarcity of ocean tonnage and the advance of ocean freight rates of say one shilling and six pence has closed to some extent the outlet to foreign trade, though the opinion has been expressed that the demand for coal in foreign countries will be such as to offset this advance in ocean freights. There are some heavy contracts still pending, though with the market in its present state, it is hardly thought that the consumers will at present want to close, especially as they will probably be able to buy sufficient coal for their needs as well as to fill up their storage capacities. The George's Creek strike continues with little change. Some of the agitators during the week have been convicted by the state for unlawful assembly. The presidents of the various companies have met committees from their employes as former employes only, and it is reported that harmony prevailed. Trade in the far East is not particularly active though there is some business doing there and the prospects are good while prices are hardening somewhat. Trade along the Sound is fairly good, though no large amount of tonnage is going forward. In New York harbor trade is quiet and has dropped off materially each week for several weeks, though the stocks of the poorer grades of coal have been cleared up to some extent. All-rail trade has not dropped off as largely as New York harbor, but it is not showing any special activity. Foreign business is being held back considerably by the advance in ocean freights and shortage in vessel tonnage.

Transportation from mines to tide is fairly good, indeed better than a number of shippers care to have it at this time. Car supply is limited at the New York harbor ports by the dispatch given in loading by the individual shipper. The supply is also short to some of the lower ports and vessels are being held by lack of tonnage coming in. In the coastwise vessel, market vessels are plentiful and rates are inclined to be weak. We quote current rates of freight from Philadelphia as follows: To Boston, 65 cents; Salem and Portland, 65-70 cents; Providence, New Bedford and the Sound, 55-60 cents; Wareham Lynn and Bangor, 75 cents; Portsmouth, 70-75 cents; Newburyport and Gardiner, 75-80 cents, with towage to latter port; Dover, \$1.00 and towage; Saco, 90 and towage; Bath 70 cents. The further lower ports are 10 cents above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

So cheap is labor and so easily accessible is coal in Shansi, China that it cost only twenty-five cents per ton on the bank.

BUFFALO, N. Y.

JULY 26, 1900.

There is not so much complaint of light demand for soft coal, though the improvement is not enough to make prices really firm. There is demand enough from the steam thrasher engines, now getting into operation, to make quite a difference, while the production is kept as low as practicable.

The city soft coal contract to supply the waterworks has not been completed yet, so it is not known what is to be the outcome of it though the effect is felt all the same in weakening prices. Still some decline was inevitable and it is likely that the bidders felt that it might be made to serve them a good purpose as well as to come about gradually and do nobody any good.

F. H. & C. W. Goodyear, the Buffalo hemlock lumber kings, announce that they are now going into soft-coal mining. They are beginning by building a 20-mile line from their Pennsylvania railroad system, already quite extensive, to Driftwood, which will tap the Clearfield coal district. Then they propose to open some mines if the land can be obtained on favorable terms. Of course they will, for a time, at least, be their own best customers, though that will not prevent their entering the open market as soon as they get a surplus.

Soft coal prices are still quotable, though not very strong, at \$2.50 per net ton from cars for Pittsburg lump, \$2.40 for lump and nut, \$2.30 for mine run, \$2.00 for slack, \$3.00 for Blossburg smithing, and \$2.80 for steamboat fuel, delivered on board.

The hard-coal trade is in good shape, with a general complaint in this direction of scarcity, especially for water shipment. Salesmen say that everything is tranquil throughout their territory and they do not look for any change. The western demand has pretty generally set in earlier than usual.

There is a general falling off of water shipments in anthracite from former figures, with little prospect of improvement. It is somehow the larger receiving ports that are losing, while the smaller ones are holding their own.

The amount shipped by water for the week was only 35,210 tons, by custom house report, distributed as follows: Chicago, 6,300 tons; Green Bay, 4,825 tons; Waukegan, 3,380 tons; Milwaukee, 4,200 tons; Manitowoc, 2,000 tons; Bay City, 1,700 tons; Duluth, 5,550 tons; Fort William, 1,400 tons; Portage, 1,225 tons; Toledo, 1,165 tons; Kenosha, 1,000 tons; Racine, 925 tons; Hancock, 850 tons; Port Colborne, 650 tons; Alpena, 540 tons; Gladstone, 500 tons, all anthracite but the cargo to Port Colborne.

Freight rates all down to 40 cents, everyone of the above mentioned being at that figure, but Toledo, which is at 30 cents; Port Colborne, 25 cents, and Alpena, which cargo went on owner's account. This means, of course, that the vessel interest has given up the struggle for rates and the shipper is paying what he pleases.

The apprehension that coal is going all rail more than formerly to the permanent detriment of the lake trade, has some foundation, though it will be noticed that Duluth is suffering fully as much as Chicago. The reason why none is going to Saginaw by water this season, is that the new combination of roads, known as the Pere Marquette, has made a rate that is competitive. It covers the east shore of Lake Michigan also, and will cut off the cargo coal from each shore or that which usually goes to St. Joseph, Grand Haven, Muskegon and neighboring ports.

Anthracite prices are very firm as follows: Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3.00. all per gross ton on cars at Buffalo or Suspension Bridge.

Buffalo local anthracite: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, all per net ton from trestle: for delivery \$1.00 additional.

The Buffalo coal interests give their annual outing on the 27th, going down the Niagara and camping for a season at Buckhorn Island, within sound of the roar of the Falls.

KANSAS CITY, MO.

JULY 25, 1900.

Extreme dullness in trade marks the record for Kansas City for the month of July, and there is but little business in sight before the middle or last of August. Country business, however, has been good all the month. This has partly been due to the immense wheat crop and consequent need for threshing coal, but aside from this feature the country dealers are away ahead of those in town in the matter of early purchases.

Very low prices have ruled on soft coal all summer, but the end is in sight. The cost of putting coal on cars this year, as compared to two years ago, is much greater; at least 40 per cent. Few people want to do business at a loss when the demand is on, and the cost of the coal to the operator will be more than many dealers have been in the habit of paying. A much greater per cent of the prospective season's output can be called "free coal," i. e., not under contract, and while prices will be high yet, they will not represent the unreasonable profit to the mines, as was the case a year ago, when but a little of the coal was foot loose.

A meeting of Iowa and Missouri operators will be held in Kansas City tomorrow, at which time it is supposed a general idea of August prices will be obtained. Block coal will undoubtedly be held stiff in August at \$1.75 at the mines.

The price of Cherokee coals is very generally quoted for present business, at lump \$1.60, mine run and nut \$1.30, and slack, 75 f. o. b. mines.

None of the hard coal for this season, has yet come to this market, except the liberal quantities carried over from a year ago. There is very little inquiry among local dealers and scarcely any sales made.

Just what prices will develop when actual business looms up, is a conjecture, but up to the present time every one has been good and held to Chicago circular, plus tariff.

Speaking about tariff on hard coal, we can say that so far as can be discerned, the railroad folks are sticking right close to their instructions, and no indications of anything wrong show up on the surface.

Some scattered prices have been made that might indicate a \$2.00 rate to the river, but an investigation would show that they were made for effect only either to test the market or to start a demoralization.

If the present rate will hold for the next three weeks, it can easily be held for the balance of the year, and no one here handling coal cares what the rate on hard coal may be.

CHICAGO MARKET.

Another ten-cent decline this week in the freight rates from Lake Erie ports to points on Lake Michigan, should stimulate shipments of coal to points on the Wisconsin shore. The anthracite market here is very uninteresting, there is but little inquiry and still less demand for coal. It is scarcely possible to note any change locally. Large retailers continue to take in some coal so as to keep their piles and bins well filled, but anthracite is not moving into consumers' basements as fast as sellers would like. Should there be a lack of harmony and a disagreement at the meeting of anthracite operators and miners in Pennsylvania in August, and should it be followed by a big strike lasting any length of time, there may be a shortage of coal later in the season. While this may not apply to the Western market to any extent, it surely will affect Eastern distributing points and may cause prices to be sharply advanced. This of course is merely supposition, but there is strong presumptive evidence that the miners' demands will have to be materially modified if the companies, both individual and those consolidated with railroads, are to be parties to any agreement which may be expected to be reached. Retail trade is light as regards new orders at the July circular of \$6.25 for the domestic sizes, but deliveries continue on business entered in June.

Soft coal is in superabundant supply and demand limited. There is, however, more inquiry for commercial coal from points in the interior and some shippers are of opinion—"We begin to see the commencement of fall trade which gives promise of being fully up to the average." Quite a number of outside dealers would like to contract for their soft coal for the season, but shippers so far have turned a deaf ear to all such propositions, simply because they cannot buy on any such terms from the producer. Not a few of the larger operators begin to show signs of discouragement on account of the large falling off in the demand for steam coal, and which is due to the collapse of the boom in the iron and steel market. Manufacturing demand locally is comparatively light, but it gives some indications of an early quickening; though it is not expected to be anything like as briskly active as it was several months ago, still it is a little better now than it was early in the month. Bargain lots of coal in quantities of five to ten or fifteen cars are to be picked up occasionally at any old price, to avoid demurrage charges, which very quickly cause profits to disappear. Notwithstanding these rather untoward features it cannot be said, consistently, that the soft coal market locally is in poor shape. It certainly is not as bright as it might be, and all that is required to make it more cheerful, is more activity, which will also tend to strengthen the general price list—at present merely nominal.

Coke is in very moderate demand and the outlook as yet by no means clear as to the near future. Prices are no stronger.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.

ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Grate.....	\$5 25	Cartersville washed nut.....	\$2 25	Blossburg.....	.....
Egg.....	5 50	DuQuoin.....	2 50	Cumberland.....	.....
Stove.....	5 50	Wilmington.....	2 50	Piedmont.....	\$3 65
Nut.....	5 25	Spring Valley.....	2 50	Lilly.....	.....
Grate from yard or dock.....	5 25	Riverton, Marion.....	2 25	Sonman.....	.....
Egg, stove and nut from.....	5 50	and similar grades.....	2 25	Birdseye Cannel.....	5 50
dock or yard.....	5 50	All Spgld. district.....	2 25	Falling Rock Cannel.....	5 50
Domestic sizes at retail.....	6 25	Penwell and Pana.....	2 25	Cannelburg.....	3 25
		Alton district.....	2 25		
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 55	Pocahontas.....	.....	Connellsville.....	5 25 @ 5 50
Sullivan county, Ind.....	2 25	Maryland.....	.....	Pocahontas.....	5 25
Sullivan county, Ind.,	.....	New River.....	.....	New River.....	5 25
nut.....	2 00	Ocean.....	.....	Fairmont.....	5 00
Island, Ind.....	2 30	Montana.....	3 25	Elk Lick.....	5 25
Island nut.....	2 00	Winifrede Splint.....	3 25	Gas House.....	4 25
Coxville, Clinton, etc.....	2 00	Thacker.....	3 25	Charcoal per bushel.....	18
Hocking Valley, Ohio.....	2 85	Raymond.....	3 25		
Cartersville, Ill.....	2 50				

CONNELLSVILLE, PA.

JULY 24, 1900.

The Courier says: "The coke trade did a little better last week in point of production and output. In the former there was a gain of over 8,000 tons and shipments were better by 550 cars. The Pittsburg coke market seemed stronger by 200 cars and Western shipments were greater by more than 300 cars. However, the gains were only slight ones on the slump of more than 20,000 tons in coke production two weeks ago. The ovens owned by the furnace companies in the Conneltsville region are beginning to feel the effects of stacks going out for repairs and to bring about curtailment of pig production. Prices remain firm at the quoted figures and the operators say they will blow out their ovens rather than make further concessions.

"Furnace coke is quoted at \$2.60@2.75, and foundry coke \$3.00@3.25. These figures are for standard Conneltsville."

Freight rates per ton 2,000 lbs. from the Conneltsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2 25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

PHILADELPHIA, PA.

JULY 23, 1900.

The anthracite coal trade, while not particularly active, is showing considerable improvements from that of a week or two ago. Inquiries for coal are much more plentiful, and dealers who have coal coming on old orders, are now urging the companies for shipment, and this, in addition to what new business is offering, is keeping every one fairly busy and preventing any further accumulations of coal at the shipping ports. The output at the mines is being rigidly restricted, and the belief is that there will be a shortage of coal in the market before there is any excess, as the indications are that the trade will show an increased demand from week to week. The companies report their stock on hand as being light for this season of the year, and their surplus at the various storage yards for fall distribution hardly up to what they would like to see at certain points to meet the demand which they anticipate. Buyers are showing some anxiety as regards the status of the labor situation at the mines and it is thought are ordering a little freer for fear of a strike later on. The agitators in the regions have been doing some effective work this summer towards strengthening their organizations, and, no doubt, are in better shape to conduct a successful strike than they have ever been, and unless some of their grievances are recognized, such as the powder or dockage questions, there is a possibility of a strike this fall. There are strikes on now at several of the mines, though there are no signs of their spreading at the moment.

The various sizes are in good supply, outside of nut coal, which is scarce, though prices are firm and are showing a tendency to harden. Steam sizes are in good demand and are obtaining good values for this time of the year.

The soft coal trade shows little change from that of a week ago, though it is thought it is a little better in some of the consuming territories, while in others it is if anything duller than it was. The far East is fairly active and prices are somewhat better than they were with a considerable movement of coal in that direction. There is also a fair demand along the Sound, though shipments to these points are mostly made from New York on account of the lower coastwise freights offering from that point. Trade in New York Harbor is dull and prices weak, but it is noticeable that much of the cheaper coals that have been bearing the market of late are gotten out of the way. All-rail business is somewhat better but the tonnage going forward on it is not very large.

Transportation from mines to tide is good and coal is often coming through faster than shippers like. Car supply is limited to the dispatch given in unloading cars.

In the coastwise vessel market vessels are in good supply and rates weak with a downward tendency. We quote as follows: To Boston 65; Salem and Portland 65-70; Sound ports, 55-60; Wareham, Lynn & Bangor, 75; Portsmouth, 70-75; Newburyport and Gardiner, 75-80, with towage to latter port; Dover, 1.00 and towage; Saco 90 and towage; Bath, 70.

OMAHA, NEB.

JULY 25, 1900.

Omaha is still flirting with old man Anthracite. He is standing on the outside of the door making all sorts of overtures, trying to gain admission, but Omaha is a coy maiden and will not listen to his overtures. She says, "Old man, you used to be a friend of mine, but I can't trust you any more. You have deceived me so often, and here you come again all smiling and making use of the same old story—promising to be good, when you know you can't be good at all. Last year it was a shortage of coal and cars and the assurance of higher prices as the season advanced and you know how you fooled me. You said: 'I couldn't lose money on you no how', but I did. No, daddy, you'd better run away, I don't want to see you now. Perhaps if you call again about the time the pumpkins are ripe I'll let you in. But you must come with a dollar rate or not at all. Great idea you have, you must think that my people are all silly. You sneak around here in June with a five-dollar mark on your banner 'good for this month only.' Then you say I'll book your order for June shipment and send you the coal in December. You are a nice one. Then you come in July with \$5.50 as a designated price at Chicago, and the railway man adds \$2.50 for bringing me the coal at the same time my people are able to sell your goods at \$6.90 delivered at any time during the year. You are a gay old boy, but your feet don't track. If you expect me to respect you at all you must be more consistent. Last year you made fine promises but you didn't keep them and now I think I will have to be buying my coal as I need it. My money will always buy coal and I am not going to pay any interest on borrowed money this season. Good day!"

Soft coal is very modest nowadays and is not very much in evidence, just enough for daily requirements. No accumulation on the sidetracks. The demurrage man is out with his club and soft coal is very much in awe of him.

CINCINNATI, OHIO.

JULY 25, 1900.

The talk of lower prices has grown to such an extent during the past week or two that it is now probable that some action will be taken at the coming meeting of the wholesale dealers and shippers to either make lower prices, or to force those who are quoting lower prices to come up to the chalk mark. As predicted in this report at the time, the making of the price of mine run "open" was the beginning of what may lead to a serious condition in the market. Mine run is sold as low as \$1.85 and \$1.90 on cars here, while lump coal is quoted at \$2.50, and nut and slack is worth \$1.75. What action the coal men will take remains to be seen, as none of them will express themselves now except to say that they have not been cutting prices. But then it was always the other fellow who cut prices. The beam is in the brother's eye. Trade generally is reported fair, though not heavy, and the family trade, that of filling cellars and coal houses is reported better. All kinds of soft coal sell for \$3.00 and \$3.25 a ton delivered, according to the haul, and anthracite is worth \$6.50. In the wholesale market there is not much demand for river coal, and prices are barely sustained. Pittsburg lump is worth 7½ cents a bushel, and Kanawha ranges from 6½ to 7½. Nut and slack sells from 5 to 5½ cents a bushel by the barge load.

WHEELING, W. Va.

JULY 28, 1900.

There are some indications of dullness in a few of the coal producing regions this week, but they are not sufficient to cause any alarm, or to create the impression that they represent anything but the usual midsummer slack season, which is accentuated just now by the fact that all the iron, steel, glass and pottery manufactories in the country are closed down for their annual season of repairs and rest. The fact that the iron and steel trades are getting back into normal shape again, after an unprecedented boom, not a little of which was based upon fictitious demand, gives promise that commencing about August 15, all plants in those lines will resume operations and again begin taking their usual consignments of coal and coke. The outlook for the glass industry was never better than now, and before September first every glass factory in the country will again be in operation. The potteries are running full at many points, and just as soon as the summer vacation is ended, all will be at work. The various transportation lines, including railroads, steamboats and ocean going crafts, have all the business they can handle, and an outlook unexcelled. All these things taken together give assurance that the coal industry for the coming six months will be as good or better than it has been in the past year. The show of dullness mentioned as existing in West Virginia, owes its presence to none but normal and expected causes, and it is not entirely unwelcome. There are many miners in West Virginia, who have not had an idle day in months, and there are many mines where repairs and "cleaning up" have been postponed from month to month for fully a year. This slacking of demand for a few weeks, will give opportunity for these repairs, and will give a vacation to men who need it and who will be better fitted for the expected busy season for having had it.

Fairmount has been shipping a great deal of coal the past two weeks, but for all that it is not to be compared with the rush seen there for months previous.

In the West Virginia, Central & Pittsburg region, the slacking up of demand is less noticeable than elsewhere for the reason that a very large share of the business usually going to the George's Creek and Cumberland region is being sent to the West Virginia Central region during the strike. In the Norfolk & Western region, things are still moving along very nicely, though they are hardly up to the high average of the early part of the year. In the Kanawha Valley and up New River, there is a slight falling off noticeable, but there is still enough to do. The river shippers have full forces at work filling barges brought up from the lower river markets on the recent rise.

Five coal land companies, all having the same incorporators and identical charters, but different names, were chartered last Saturday by the Secretary of State. They are incorporated by Philadelphia people, and their purpose is not entirely clear. Their chief offices are located at Welch, McDowell County.

SAN FRANCISCO, CAL.

JULY 21, 1900.

During the week there have been three arrivals of coal from Washington with 7,400 tons; three from British Columbia, 12,758 tons; one from Australia, 2,820 tons; total, 22,978 tons. There were five deliveries here of Australian last week, amounting to 18,735 tons; this has not happened for several years; they went directly to consumers, as the coal was badly needed. Seldom before in the history of the trade, have the yards looked as they do now with such slim stocks on hand; and the outlook is most discouraging as to future supplies. In former years we received from Australia and Great Britain an average of 30,000 tons monthly, whereas, this year we shall not receive to exceed 10,000 tons; the deficit has to be made good by increased shipments from the Coast collieries and crude oil. Our fuel consumption increases annually, and our sources of supply are becoming more prescribed. Our position today would be a most serious one if oil had not come to our rescue. At last our colliery proprietors are availing themselves of the present depleted condition of our yards, and have marked up prices. There is a limit to the advance on domestic coal as housekeepers will drop its use and consume gas for economy. Australia will cease to become one of our sources of supply, if the Chinese war becomes general, as the war ships centered there will draw their fuel supply from the colonies.

DETROIT, MICH.

JULY 26, 1900.

The majority of our local retail dealers are taking in anthracite coal very rapidly this month and some of them are delivering on orders at this time. The retail as well as the wholesale trade is in an excellent condition as to prices, and it would seem that the hardest part of the season is over now.

Bituminous trade is improving very rapidly, dealers anticipating their wants to some extent in view of the probable advance in prices.

Owing to the failure to the wheat crop in Michigan, there was very little coal used for threshing purposes throughout the state.

The dealers who did not order hard coal in May or June are now figuring on their supply in anticipation of another advance and many orders will be placed the last of this month. Many of our local factories that have been closed down for repairs and inventory are now running full time and this means an increased consumption of coal. Everything points to a good, steady demand during the coming fall and winter and at fair prices.

DULUTH-SUPERIOR.

JULY 26, 1900.

The coal supply at Duluth the coming winter will be the largest in the history of the city. Last winter the fuel was exhausted before navigation opened. Prices soared and the famine was keenly felt by poor people and big manufacturing concerns. The dealers will not be caught napping again. Already the supply there is 800,000 tons, or nearly as much as in ordinary years at the close of navigation. Since navigation opened Duluth has received over 1,500,000 tons, but has sent the balance forward to interior points by rail. Of the stock now on hand 200,000 tons are anthracite and 600,000 tons bituminous. This is about the usual proportion.

The Y. & L. Coal Co.'s new dock at Superior is in good order and three steel rigs are now in operation.

ON THE WING.

Mr. H. J. Lawrence, traffic manager, Pittsburg Coal Co., Hussey Building, Pittsburg, Pa., was in Chicago this week.

The Board of Education, Canton, Ill., asks proposals for coal for the school year. Bids to be in on Monday, August 6, 1900.

The Board of Trustees of the University of Illinois at Champaign awarded the contract for 6000 tons to the Springfield Coal & Mining Co., Springfield.

A correspondent at Scranton, Pa., in the heart of the Anthracite coal regions, writes that some 4,000 miners and other employes are on strike in that district.

Mr. F. R. Johnson, manager Logwood, DeCamp & Co., Fullerton building, St. Louis, Mo., was in Chicago last week circulating among the wholesalers of anthracite coal.

Mr. F. P. Loomis, of F. P. Loomis & Co., Omaha, Neb., was circulating among the Chicago trade this week and made a pleasant call at the offices of THE BLACK DIAMOND.

The Pittsburg Coal Co., Pittsburg, Pa., is reported as receiving inquiries for coal for foreign shipment. It is likely that it will supply some of the coal for the battleships in Chinese waters.

The report of the Algonquin Colliery, Wilkesbarre, Pa., for June, shows that during that month the colliery worked twenty-six days. This is the best record of any mine in the valley for many years.

The Seeleyville Coal & Mining Co. has been chartered at Seeleyville, Ind., to develop and operate coal mines. Capital \$10,000; Incorporators: W. W. Ray, C. L. Wilson, W. I. Williamson, all of Seeleyville.

A new Illinois corporation is the Canton Coal & Mining Co., Chicago, capital, \$30,000; mining coal, mineral, oil, gas, etc.; incorporators, John B. Stephan, William C. Vanderbosch, and John P. Schmitt.

A new corporation is the Midland Coal Co., Midland, Ind., to mine coal, etc., with capital stock of \$100,000. Incorporators W. N. Showers, P. K. Buskirk, N. U. Hill, F. M. Dugger, F. Matthews, all of Midland.

At Etherly, Ill., A. R. Cline and others have bought 4,000 acres of coal land and development work has already commenced. The vein is over four feet thick. Not less than 300 men will be employed in the near future.

Mr. E. T. Slider, New Albany, Ind., was awarded the contract last week to supply the schools of that city with Pittsburg coal. Mr. Slider was the lowest and best bidder, being thirty cents under the next lowest bidder.

It is stated that Capt. Lina Beecher, who several years ago attempted to build a narrow-gauge road to the coal field of East Tennessee, has organized a stock company at Buffalo, N. Y., with a capital of \$5,000,000, to carry out a plan of a railroad between Buffalo and Chicago.

Mr. Frank Moore, New York manager of the Davis Coal & Coke Co., left Friday last on a touring expedition through the Adirondacks and the North to be gone until August 15. Mr. Moore is certainly deserving of a holiday, as this is the first vacation he has taken for ten years.

Mr. J. E. Bierach, secretary and manager of the corporation of Karl F. Bierach & Bro. Co., Equitable building, Louisville, Ky., was connected with the St. Bernard Coal Co., of Earlinton, Ky., for some seventeen years, and therefore fully posted and in position to serve his friends.

A report from Berlin gives the status of the coal trade in Germany as follows: "The coal situation is remarkably strong, the scarcity being still unrelieved. The state railways and naval and merchant vessels are embarrassed for want of coal. Dealers find it impossible to accumulate winter stocks."

Fargo Boyle, Grand Ledge, Mich., has just sunk a new shaft about 100 yards north of the old Jenkins mine. The shaft is 7 feet wide by 14 feet long, and 48 feet deep. The coal taken out is of a superior quality and will compare favorably with any coal that has ever been put on the Grand Ledge market. The vein is 29 inches deep. With a full working force, fifty tons a day can be taken from the mine.

A correspondent at Paris, France, reports that the coal mining companies of Alsace and Lorraine, have just closed their business year with the largest profits in their history. The Lothringen firm, the biggest concern of all, is declaring a 15 per cent dividend, and other collieries are doing quite as well.

The Weaver Coal Co. have opened up an elegant suite of offices in the Bowling Green building, New York, for the handling of their West Virginia coals in the East. Mr. W. E. Rothermel, of Chicago, is in charge, who reports some orders already on hand, and the outlook is very bright for a good business.

The new coal storage plant to be erected by the Susquehanna Coal Co. at McClelland, Dauphin county, will cover twenty or thirty acres and will hold 300,000 tons of anthracite. It is the company's intention to use about 250 acres for storage purposes. This will be one of the largest storage plants in country.

The Lehigh Valley Railroad have during the week completed their extension of road through Greenville, Jersey City, giving them a direct line from Buffalo to New York. They will however for the present only use this line for freight, their passenger traffic will continue to be handled over the Pennsylvania Railroad.

At a meeting last week of the stockholders and board of directors of the Carr Coal Mining & Manufacturing Co., Leavenworth, Kan., it was decided to issue the \$30,000 in bonds which have been subscribed for the new enterprise. As soon as the subscribers have made final payment on their bonds, they will be issued to them.

The Philadelphia Ledger, says: "The announcement was made today upon the authority of a high official of the Baltimore & Ohio Railroad Co. that a majority of preferred stock of the Pittsburg & Western Railroad had been secured, and within three months the Baltimore & Ohio Railroad will resume control of the property."

Mr. Robert M. Haseltine, Chief Inspector of mines, for the state of Ohio, with offices in the Board of Trade, Columbus, passed through Chicago last Saturday, en route home after a visit of inspection to the lignite coal fields of Northern Minnesota and South Dakota. He made a pleasant call at the offices of THE BLACK DIAMOND.

A dispatch from Cleveland, O., reads: "The freight market is quiet, but the feeling is better than it was early in the week, as there is more business in sight. Lake Superior coal tonnage is in good demand and vesselsen are having less trouble in getting down cargoes. The steamer Schlesinger was placed for coal from Erie to Sheboygan at 35."

A cablegram says: "The steel S. S. Accomac, of Liverpool, England, has arrived at Cronstadt from Newport News, Va., with the pioneer cargo of American coal for Russia. The entire cargo of 3,070 tons was sold immediately for 17 shillings (\$4.25) a ton. The coal is of good quality and more is wanted, for Russia needs 54,000,000 tons of coal annually."

Capt. Sam T. Brush, general manager of the St. Louis & Big Muddy Coal Co., mines at Carterville, Ill., was a visitor in Chicago this week, and made a pleasant call at the offices of THE BLACK DIAMOND. Capt. Brush remarked to the writer that "steam and domestic consumers of coal, want it in nut or egg size—lump coal is not sought after as much as it was."

The Pleasant Valley Coal Co., Salt Lake City, Utah, is reported to have made an offer to settle with the heirs of the 200 miners killed in the Scofield disaster of May 1 on a basis of \$500 each in lieu of all claims for damages. The company contributed \$20,000 immediately after the explosion and about \$100,000 will now be required if the proposition is accepted.

Moses Spooner, a Canadian farmer who lives about seven miles north of Faribault, Minn., in the township of Forest, reports that a vein of coal has been discovered on a farm in the vicinity of where he lives. He refuses to divulge the name of the owner of the land on which the coal has been found, but says that it has been known to exist there for the last fifteen years.

The following appears in the Record of Philadelphia, Pa., this week: "In view of the prospective advance in the price of coal by the big anthracite carriers, which is expected to be 25 cents or more a ton on and after August 1, The Record advises all customers who desire to secure the best quality of hard white ash coal at \$5.10 per ton to make their purchase during July. At the beginning of the month it was announced that orders for August deliveries would be accepted at the above price, if paid for in July; but the expected advance in prices makes it necessary to withdraw this offer for the balance of the month."

The Menominee (Mich.) Herald says: "The St. Paul road has purchased nearly 300 carloads of coal which is being shipped here. The coal is brought from Ohio and Pennsylvania points. Every Ann Arbor boat brings in several carloads. This coal is distributed from here to the various supply stations of the road, principally Ellis Junction, Champion and Iron Mountain. Menominee is becoming a big distributing point."

Mr. Thos. Lynch, president of the H. C. Frick Coke Co., Connellsville, Pa., made the Mammoth cornet band a handsome present last week. The members of the band are all employed at the mammoth plant of the company and were raising funds to buy new uniforms. Mr. Lynch, hearing of their need of funds enclosed them a check for \$300. The contribution was gladly received and the band will soon be out in new uniforms.

Col. Thos. Cooney, Bozeman, Mont., was at Taylor's Fork last week, where the company he represents has one of the finest coal prospects ever discovered in Montana. They have one vein of coal opened up which surpasses anything, as far as coking quality goes, ever found in the Northwest, and there is no small body of it either, as in a distance of only about 30 feet they have a vein of sold coal five feet nine inches wide.

The New Central Coal Co., who recently purchased 3,000 acres of coal land in the heart of the Fairmont region, report that they propose going right ahead to open up the property and expect to be able to ship coal within a year. This concern is also negotiating for a tract of 7,000 acres of soft coal land in Pennsylvania, which we understand has been practically closed. This will place this concern in the front rank of soft coal producers within the year.

J. P. Gridley, a coal operator of Salt Lake City, Utah, was at Belt, recently, to superintend the washing and coking of a special car of coal shipped from his lately acquired mine, located at Sage, Wyo., on the Oregon Short Line. Mr. Gridley after testing has decided that if the coal was properly washed and crushed it would produce an excellent quality of coke. Belt having the most complete coal washing plant in this part of the West, he shipped a car of coal there for trial.

A cable from London, England, says:—"In connection with the scare created by the immense quantities of steam coal leaving Great Britain for France, admittedly for the use of the French navy, A. J. Balfour, first lord of the treasury and government leader in the house of commons, replying to a question in the house today, significantly pointed out that the bill before parliament to prohibit the exportation of war munitions applied to coal as well as other military stores."

At Birmingham, Ala., coke is keeping pace with coal. Coal washers have been built at Newcastle, Thomas, Searles, Brookwood, Blossburg and at many other mines, the demand for washed coal for coking purposes being very active. Probably three hundred new coke ovens have been completed and fired during the first half of the year. Two hundred new ovens are building at Thomas alone, and new ovens are being erected at Searles and Brookwood and other places.

The Occidental Development Co., of Boston, Mass., which has mining interests at Idaho Springs, Colo., has a section of land near La Veta underlaid with a nine-foot vein of coal, equal to Canon City for domestic purposes, having no clinkers, no sulphur and but little ash and soot. It is a bituminous coal, very hard and bright in color. Just as soon as a second shaft has been sunk on the property arrangements will be made to drive a tunnel so as to cut the coal veins about 200 feet below the surface.

The Baltimore Storage & Distributing Co., of Baltimore is a new concern organized under the laws of Delaware. This company is erecting a number of coal pockets in Baltimore, advantageously situated for the handling of a large tonnage of both hard and soft coal and from present appearances it looks as if they would handle a large percentage of the business done there. It is understood that the new concern is closely allied with the B & O. Railroad and have made arrangements whereby they will get a large tonnage of anthracite coal for that market.

A special from Newcastle, Wyo., says: "The report is current here that the supply of coal in the Cambria mines is fast becoming exhausted. These mines were opened about twelve years ago and have been shipping on an average of 125 carloads of coal per day continuously since that time. The mine owners have recently had a large force of prospectors in the field west of here and south of Sundance looking for new deposits to open up. The Cambria mines have been supplying Nebraska, Kansas and portions of Iowa with coal for ten years in addition to furnishing enough for company use in locomotives and stationary engines."

Mr. James P. Walsh, general sales agent of the Pittsburg Coal Co., Cleveland, Ohio, was calling on the coal trade in Chicago this week.

Mr. Guernsey Camp, Buffalo, Y., is sending out to his friends some illustrated printed matter advertising the Pan-American Exposition to be held at Buffalo from May 1, to November 1, 1901.

A correspondent at Walsenburg, Colo., says: "Never in the history of coal mining in this section of the state has there been such a shortage of coal miners. Every mine is far behind orders, the buyers in Nebraska and Kansas are clamoring for coal and then going elsewhere for their supply. An expert coal miner has no difficulty in earning \$4 to \$5 a day in any of the neighboring mines."

The F. C. Frick Coke Co., has blown out many ovens in the Connellsville, Pa., region on account of the comparative quietude in the iron and steel market, crude and manufactured, and the production of coke is restricted almost to the point of actual consumption, so that there is now little, if any, over-production. The reason for this is, that unlike iron and steel, coke is not as saleable when it has been in the weather for a few weeks or months. Coke is carbon, and it is claimed that exposure to the elements rob it of a certain proportion of its heating qualities.

A correspondent at Indianapolis, Ind., headquarters of the United Mine Workers union, writes that Mr. John Mitchell, president of the organization has issued a call for a convention of anthracite miners at Hazleton, Pa., on Aug. 13. It is expected that the delegates to this convention will represent at least 100,000 hard coal miners and as an important re-adjustment of wages, etc., will be demanded the outcome will be watched with interest, because any serious trouble or strike in September may impede shipments and deliveries at the busiest period of the year.

Newport News continues to send big cargoes of soft coal abroad for use on railroads, in factories, etc., as well as aboard warships of other nations. The steamship Chumleigh was loaded last week with the largest cargo of coal that has been shipped out of the Virginia capes for export. She will carry 6,200 tons for the British Admiralty. The Hamburg-American liner, Rosina is chartered to load during the week from Philadelphia, after taking on 4,000 tons of coal there, and will load 4,000 tons additional. The steamship Rota is also on her way to Newport News to carry about 4,000 tons coal abroad.

It is reported at Johnstown, Pa., that the Stineman Coal & Coke Co., is to be reorganized at once. The company is now composed of J. C. Stineman, senator from this district, his two sons, and the Sterling Coal Co. of Philadelphia. The limited partnership is about to expire, when the Sterling Co. will retire. The new organization, it is said, will be composed of the Stineman's and the J. C. Scott Coal Co. of Philadelphia. The Stinemans, it is understood, are to receive \$75,000 cash bonus and \$75,000 in stock, or a half interest in the proposed new organization, which will also operate as the Stineman Coal & Coke Co., leasing the mines at South Fork which J. C. Stineman owns alone.

The Inter-Mountain, Butte, Mont., has this interesting item: "Montana coal and coke is growing in capacity and in its ability to return larger dividends to stockholders. An official of the company says: "Our 400 ovens should be completed early next year. The demand for coke just now is unprecedented. The Anaconda, Boston & Montana and other smelters are about to change their reverberatory furnaces into blast furnaces, and this will necessitate an increased demand for our coke. We sell our product for something like \$6 per ton, while it will cost these smelters \$8 per ton additional were they to draw their supply to Connellsville."

The Pittsburg Coal Co., which maintains costly traffic and transportation departments, has by far the most extensive private equipment of coal cars in the country. The number of these cars reach close to 4,000, and their carrying capacity ranges from 30,000 to 70,000 pounds. Most of this equipment came to the company from the constituent interests, and the cars are being re-lettered "Pittsburg Coal Co." This extensive private equipment is in charge of H. J. Lawrence, traffic manager; Charles Porter, superintendent of transportation; J. L. O'Toole, car accountant; J. E. Simons, superintendent of rolling stock and machinery.

Messrs J. S. Jones and H. C. Adams, 355 Dearborn Street, Chicago, of the Jones & Adams Co., returned on Friday from their trip to the Pacific slope. Mr. Adams, in conversation with the writer, spoke entertainingly of their experience in Seattle, Tacoma and elsewhere. He saw Mr. Carl A. Brackebush, who is with the Pacific Coast Co., and remarked he was looking very well indeed. Mr. Adams was surprised to find Seattle such a lively, bustling city, away ahead of Chicago for rush, vim, and enterprise. The streets were quite full of people at midnight and the sun did not disappear into the Pacific until 9 P. M. They both had a most enjoyable trip, and well satisfied with their experiences.

An important coal land deal that has been on for some time was consummated in Trinidad, Colo., last week, whereby the Union Coal & Coke Co. of Denver, secures possession of a property known as the Bald Mountain mine and puts it in a position to open and operate one of the most extensive mines in the district. The Bald Mountain property, consisting of 450 acres, was owned by Mrs. Clara S. Rosewater of Omaha, and since last fall there has been litigation between the Rosewater interests and the Union company. The mine is situated on the main line of the Colorado & Southern and will soon rank as one of the prominent and prosperous coal camps of the Trinidad district.

The Pennsylvania Railroad Co. is testing a new and powerful hard-coal-burning locomotive, and it is understood that several of them are to be put in service on the Long Island Railroad as soon as the tests are completed. The locomotive was designed by Superintendent Samuel F. Prince, Jr., and it stands fourteen feet two inches from the rail. It weighs 118,000 pounds and the tank 80,000 pounds. The tests are being made on the division of the Pennsylvania system between Reading and Lebanon, Pa., and they have demonstrated that the engine can develop remarkable speed with a smaller consumption of coal than any other locomotive in use on the road. In some of the trials it has pulled a vestibuled train a mile in 42 2-3 seconds.

Advices from San Francisco Cal., are that Wellington coal has advanced in price \$1 a ton. This means that the dealers must pay \$9 a ton and the householders \$11 a ton. Seattle coal has followed the increase. Roslyn coal remains for the present at the old figure, but it is said that is only a matter of a few days when the Oregon product will rise into line. Captain Withington, of the Pacific Coast Co., states: "Seattle coal, which is used by our company, is now quoted at \$7 a ton, which is an increase of \$1 per ton. The reason for the increase is scarcity of the article. There is very little coal in the market or in the yards." Roslyn coal, which forms about 20 per cent of the consumption of the household article, is quoted today at \$7 a ton. It is expected that it amounts to \$8 a ton.

The traffic officials of the Eastern railroads held a meeting in Chicago this week to consider a proposition to reduce coal rates from Pennsylvania, Hocking Valley and West Virginia mining districts. The coal movement to the West has just begun, and, as the lake carriers are quoting unusually low rates, some of the roads which need business badly suggested that a reduction of 10 cents a ton be made. The strong lines were opposed to any reduction, and did not think a 10 cent reduction would do any good. They succeeded in carrying through a resolution that the present rates be kept in effect until April 1, 1901. These rates are \$1.65 from the Hocking Valley mines to Chicago, \$1.85 from Pittsburg district, and the agreed differentials of 25, 30, 35, and 40 cents to be added from territory further east.

The Collins Coal Co., of Brazil, Ind., was incorporated on the 20th inst., with the following named directors: Major Collins, T. H. Watson, of Brazil, Ind.; O. S. Richardson, James C. Page, and H. S. Richardson, of Chicago, Ill. The capital stock paid in cash is \$50,000. The directors met on the 23d inst., and organized by the election of O. S. Richardson, president; Major Collins, vice-president and treasurer, and H. S. Richardson, secretary. The company controls by purchase, lease and option, about 1,200 acres of coal land in Clay county, the vein of coal which underlies the land is of the best quality of bituminous coal, and work in developing the same is being actively prosecuted. The company expects to be able to ship coal in about ninety days. The general offices of the company are located in Brazil, Ind.

At the Jackson Hill No. 2 mine, at Jackson Hill, Sullivan County, Ind., the system of screening the coal is quite ingenious as it does away with the rolling screen heretofore considered indispensable. This mine turns out six sizes of coal. There are two screens: A one and one-fourth inch screen, fifteen feet long, and a three inch mesh, six feet long. The coal is dumped from the self-dump cage into a hanging basket and there weighed. Released from the weighman by means of a steam jack, the coal slides over the two screens, making slack, egg coal, and steam lump. With the three-inch mesh covered by an iron veil it makes slack and domestic lump. With the fifteen-foot 1 1/4 inch screen veiled it makes what is called "three-inch screenings" and steam lump. Then with both of the screens covered by the iron veils, mine run coal is secured. Mr. J. C. Kolsem, Terre Haute, is general manager of this fine coal mining property, a large proportion of the tonnage being marketed in Chicago.

The Baltimore (Md.) Herald says: "There is a strong possibility that the State of Virginia may have another east and west line extending from the coal fields of West Virginia to deep water on Chesapeake Bay. The Chesapeake & Western Railroad, which was begun by a syndicate headed by J. W. Reinhart, formerly president of the Atchison, Topeka and Santa Fe. has passed into the control of a New York syndicate, of which De Witt Smith, one of the promoters of the Richmond, Petersburg and Carolina Railroad, now a branch of the Seaboard Air Line, is at the head. If constructed the Chesapeake & Western would form another short route for transporting coal to tidewater.

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ORGANIZATION OF THE NATIONAL COUNCIL OF STATE AND INTER-STATE RETAIL COAL ASSOCIATIONS.

Pursuant to instructions from their various bodies, the presidents and secretaries of the several State and Inter-state Retail Coal Dealers' Associations assembled at the office of the secretary of the Retail Coal Dealers' Association of Illinois and Wisconsin on Tuesday, July 24th, 1900. The meeting was called to order by the chairman, J. H. Ulrich, at 10:30 a. m., with the following officers present: Delos Hull, Chicago; F. E. Lukens, Chicago; Robt. Lake, Jackson, Mich.; James T. Eaman, Detroit, Mich.; J. H. Ulrich, Springfield, Ohio; W. J. Ferguson, Dayton, Ohio; Fred H. Cosgrove, Omaha, Neb.; E. R. Shepherd, Kansas City, Mo.; H. C. Taylor, Lyons, Kan.; Mr. T. C. Havens, President of the Iowa and Nebraska Association, not being able to attend.

The meeting began the work in hand at once and adopted as the name of the organization "The National Council of State and Inter-State Retail Coal Associations" with the declared object of the final adjustment of such matters as the subordinate organizations found beyond their reach and for the general improvement of the retail coal trade.

The day was devoted to the construction, discussion, and recasting of the constitution and by-laws with the result of embodying in them the fruits of the experience of the several associations represented. The delegates were men of experience, and frequent polemical tilts were the order of the day.

The following officers were elected: J. H. Ulrich, president, H. C. Taylor, vice-president, Robt. Lake, treasurer, E. R. Shepherd, secretary. The secretary's address is 407 Postal Telegraph Building, Kansas City, Mo. The organization is to be effective at once with the first issue of its official organ to be made on September 1st. This will contain the constitution and by-laws of the newly formed central association, the roster of the officers and committees of all the different associations and a complete list of all the members of the associations represented, listed by states, together with such special information as would in the regular order of things, be presented officially to the members of each subordinate association from their respective secretaries.

The delegates were most royally entertained by the officers of the Illinois and Wisconsin Association, both by the constant thoughtfulness of the officers present at the meeting and at a most inviting dinner at the close of the day's work.

NOTES OF THE MEETING.

The president of the Iowa and Nebraska Association was unavoidably absent, and it was greatly regretted at this the meeting for forming a National Council.

Mr. Robert Lake, of Jackson, Mich., was made temporary chairman, being the youngest in term of service, and called the meeting to order.

Mr. J. H. Ulrich, of Springfield, Ohio, was unanimously elected permanent chairman or president. This was a very nice compliment to the gentleman as it was he who called the first meeting of the presidents and secretaries at Detroit last winter to consider the matter of forming a central or national organization for the unification of the various state retail associations.

The dinner tendered by the officers of the Illinois and Wisconsin association in the evening at the Grand Pacific hotel was served in the "German" banquet room and was greatly enjoyed by the guests.

Mr. Eaman's dry humor and quaint remarks were much relished.

BUFFALO COAL RATES.

Our Buffalo correspondent reports: "Coal is very scarce and vessels are gradually compelled to go light, and in unusual proportion during the past two weeks have gone to Ohio ports to load soft coal, as it is impossible to furnish cargoes here. In fact, in recent years there was hardly a time when coal has been so scarce.

"As it has been stated and the assertion is generally believed that coal rates are unusually low for this season of the year, we give the following table of comparisons:"

Coal freights, July 10th.		Buffalo to Duluth.	
Buffalo to Chicago.			
1893.....	50	1893.....	30
1894.....	45	1894.....	25
1895.....	50	1895.....	25
1896.....	30	1896.....	25
1897.....	20	1897.....	20
1898.....	25	1898.....	20
1899.....	60	1899.....	40
1900.....	50	1900.....	40

This is an average of 41¼ cents for Chicago and 28½ cents for Duluth-Superior.

The work of continuing the Monongahela and Washington railroad from Ellsworth farther into the Somerset and West Bethlehem coal fields, Pennsylvania, is now to be pushed forward with vigor. Trains are already running regular to Ellsworth, and the track is graded nearly a mile farther west. Recently work was commenced on two more shafts, on the H. H. Huffman farm near Scenery Hill, and engineers have been engaged lately in surveying a continuation of the road to the new mines.

ANNOUNCEMENTS.

The Company regrets to announce that Mr. F. B. Lott, formerly manager of its Philadelphia business, has severed his connection by resignation.

The Company begs further to announce that Mr. Leonard A. Hickley has been appointed manager of its Philadelphia business. Mr. Hickley has been long connected with the Company in all branches of its service, and it takes pleasure in commending him to the trade, and in assuring its patrons that they will receive prompt, courteous and efficient service from him.

Very truly,
DAVIS COAL & COKE CO.,
F. S. LANDSTREET,
General Manager.

Philadelphia, Pa., July 15th, 1900.

ANTHRACITE TONNAGE FOR JUNE.

The total Anthracite tonnage for June, as shown by the official figures, was 4,676,850 tons: The following figures show the tonnage of the various railroads making up that total, together with the excess and deficiency according to the respective percentages to which the roads are entitled:—

Company.	Carried.	Excess.
Philadelphia & Reading.....	1,007,719	49,020
Lehigh Valley.....	778,353	46,468
Jersey Central.....	550,349	3,189
Delaware, Lackawanna & Western.....	648,856	24,533
Delaware & Hudson.....	376,250	*72,702
Pennsylvania R. R.....	520,160	*12,970
Pennsylvania Coal Co.....	189,514	2,451
Erie.....	178,471	*8,592
N. Y., Ontario & Western.....	140,149	4,175
Delaware, Susquehanna & Schuylkill.....	134,465	*20,215
New York, Susquehanna & Western.....	143,294	*6,357
	4,676,580	129,836

*Deficit.

EXPLOSIVES IN MINES.

The International Congress of Mining and Metallurgy, was held in Milwaukee, Wis., last month, and when it adjourned it was to hold its opening meeting in the Grand Hall of the Palais des Congress at the Paris Exposition. This was held the first week in July, and after the opening address the congress divided into two sections. A subject of considerable interest was treated of June 19 in the mining section, it being "Ventilation and the Use of Explosives in Coal Mines."

Mr. Delafond reported that safety explosives had occupied the attention of the French Government since 1898. A commissioner was appointed. Subsequently the government issued regulations declaring obligatory the use of explosives that had been recommended by the commission in mines in which fire damp or inflammable dust was prevalent. The chief safety explosives in use in France are grisonite and grisonite, both names being derived from "grison," which means fire damp. Down to the end of last year, as estimated, 16,000,000 shots had been fired with the new explosive. Only one case of explosion of fire damp was due to the new blasting agent. Victor Watteyne and Lucien Densel described explosives used in the coal mines of Belgium. The Belgian government also prescribes the explosives that may be employed in coal mines. The result of such control has been very satisfactory in lessening the number of coal mining accidents.

COALING STATIONS IN THE ORIENT.

All around the world coaling stations are needed in these days of steam and some of those in foreign ports near the scene of action in China are thus described:—Vladivostok, has always an ample supply of Saghalin coal, worth usually \$7.50 per ton; it is delivered by large iron lighters, by Koreans who can handle 11 tons an hour. Chefoo is put down as one of the principal coaling stations, where can be had usually a fair supply of Australian, Japanese or Cardiff, mostly from \$8 to \$16 per ton. It was delivered by lighters at 150 tons a day, and foreign men-of-war usually buy Australian or Cardiff. A Yokohama, Japan, native coal, worth \$6 a ton, can be lightered at rate of 200 tons a day; the coal comes from Nagasaki. At Nagasaki there are a dozen grades of Japanese coal to be had ranging from \$3.25 to \$6.50, according to quality. Cardiff gets them for the use of the foreign men-of-war. At Hong Kong there is usually a supply of Welsh coal, costing \$18 a ton, Japanese at \$8 and Australian at \$10. It is all delivered to the vessels by lighters and not over 20 tons an hour can be reckoned on as the work of the coolies in putting in bunker coal.

The Standard Coal Mining Co., Strawn, Texas, recently incorporated with a paid up capital of \$100,000, has held a stockholders meeting and elected W. W. Johnson, president; A. N. Edwards, vice president; A. F. Johnson, treasurer, and W. R. Eaves, secretary. The company has made contracts for the immediate sinking of two shafts on its lands in that vicinity.

A Denison, Tex., correspondent writes: "The Cherokee Coal Co. has been chartered to open and operate coal mines in Cherokee and Creek Nations, and will open up extensive mines at and near Okmulgee, Creek Nation." Okmulgee is located in a fine coal field, and the opening of mines means a great increase in business in that section, as no mines are now operated in that part of the Indian Territory.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Creel & Porter are new retail coal dealers with place of business at Carrollton, Md.

**

J. G. Ballinger secured the contract to supply the city of Camden, N. J. with coal for one year.

**

The Portland, Me., coal dealers held their regular annual outing on July 18th. Every coal office in Portland was closed on that day.

**

The contract to furnish 5,000 tons of Youghiogeny coal, and 200 tons or anthracite, to the schools at Minneapolis, Minn., has been let to the Pioneer Fuel Co.

**

The Board of Governors of Albany Hospital, at Albany, N. Y., has awarded the contract for furnishing 500 tons of coal for the hospital to J. C. McClellan.

**

The contract for furnishing 200 tons of bituminous coal to the street department of Camden, N. J., has been awarded to B. F. Sweeten & Son, at \$2.62 per ton.

**

The Trustees of Pauper Institutions of the City of Boston are receiving proposals for supplying the Pauper Institutions Department with coal for the ensuing year.

**

Bids will be received until August 9th by the Standing Committee on fuel and street lighting for the furnishing of 1,400 tons of coal for the city of Beverly, Mass.

**

The Property Committee of the City Council of Philadelphia has awarded the contract for supplying the City Hall with 150 tons of coal to J. S. Ballinger, at \$4.37 per ton.

**

C. A. Wright was the lowest bidder on the Atchison, Kansas, Post Office contract and the Thomas Fuel & Ice Co. the next lowest. The bids were \$8.11 and \$8.83 respectively.

**

A meeting of the directors of the Union Co-operative Coal Co., of Brockton, Mass., was held on the 16th and the affairs of the concern were closed, the directors voting to pay the bills contracted and return the remainder of assets to those interested.

**

An application has been filed for an injunction to restrain the People's Coal Co., of Plattsburgh, N. Y., from erecting a dock on Lake Champlain near the Catholic Summer School. Work on the construction of the dock has been suspended, pending the Attorney General's decision.

**

The wood and coal yards of Ewing & Mikkelson North Yakima, Wash., have been purchased by the Roslyn Coal Co. The new company took possession on July 20. This is in conformity with plans recently suggested by some citizens who petitioned the Northern Pacific Railway Co. to sell coal to other parties or change their agents at this point. The business will be conducted by an agent to be appointed by the coal company.

**

A Quincy, Ill., correspondent writes: "The government will have to pay about 72 cents a ton more for the coal it uses in Quincy this year than it did last. Bids for furnishing the supply for the ensuing year were opened last week by the custodian of the federal building, Mr. Dave Wilcox, and he found them all considerably higher than those submitted a year ago. The Quincy Coal Co., which had the contract last year at \$2.28 a ton, bid \$3.08 a gross ton this year. The advance amounts to about 72 cents on the ton. The best bituminous screened coal will be furnished. Joseph F. Turner also bid \$3.08. Joseph Jarrett bid \$3.36, and the Wabash Coal Co. offers to furnish the Missouri or Fulton coal for \$3.10 and the Dawson coal for \$3.36 a ton. The bids will be sent to Washington to be passed on."

**

The proposal of Stephenson & Bro., Washington D. C., to furnish the District government with anthracite coal during the present fiscal year for the sum of \$54,624.75 has been accepted by the commissioners, and they have also excepted the proposal of S. S. Daish & Sons to furnish the district with wood for the same period at \$3,395.90. The bids received for supplying bituminous coal have been rejected by the commissioners, being regarded as too high. New bids will be invited. When the bids for general supplies for the municipality were opened last May those for fuel, the three items of which were classed together, were rejected, for the reason that they were considered too high. It was in response to a second invitation that the proposals referred to above were recently received. Authority has been given by the commissioners to purchase 500 tons of bituminous coal in the open market, pending the receipt of new proposals for this class of coal.

A New York coal exporter says: "There is little doubt that the sending of war vessels to the Chinese coast will cause a larger demand on us for coal. The vessels will undoubtedly consume much more than they would at home, and there is a scarcity of coal throughout the world. The government will get the fuel in the cheapest market, but the coal famine of England is not over yet, and there is no other country which can supply the coal except the United States."

WESTERN COAL AND COKE NOTES.

The twenty coal mines in Stark County, Ill., during 1899 produced 25,000 tons of soft coal.

Some public spirited citizens in Plattsburg, Mo., are talking of spending \$1,200 boring for coal.

The corporate name, Galesburg Coal Co., Galesburg, changed to the Etherly Coal Company.

Drilling for coal is to be undertaken at Bucoda, Wash., in earnest. Diamond drills will be sent to a depth of 1500 to 2000 feet.

A new Chicago corporation is the Canton Coal and Mining Co., capital stock \$30,000; incorporators, John O. Stephan, William G. Vanderbosh and John F. Schmitt.

Two miles north of Hadley, near Pittsfield, Ill., an 8½-foot vein of coal has been discovered on the Solon Huntly farm. It has been tested and found to be of excellent quality.

A new Oregon corporation is the Columbia River Coal Co., Portland. Develop coal mines. Capital, \$100,000. Incorporators: M. Sichel, C. H. Bauer, T. Greene, A. J. Vontine.

At Houston, near Sparta, Ill., a company has formed and raised two hundred dollars for the purpose of sinking a coal mine in Houston. The mine will be opened on the Thomas Brown land.

The coals produced in the state of Washington are known, even in the sections of the east where they have not yet found a market, as rich, with several varieties the most desirable for coking purposes.

Hon. Gomer Thomas, State Coal Mine Inspector of Utah, has had appointed as his assistants, H. G. Williams and James A. Harrison, of Castle Gate, Carbon county, and H. S. Kerr and William Ellingsford, of Manti.

The University of Illinois, at Champaign, has let the contract for the coal to be used during the coming year. The contract calls for the delivery of 6,000 tons and was awarded to the Springfield Coal Mining Co., Springfield.

It is said that the "Hocking Valley" of Illinois, is the Marquette Third Vein Coal. It is described as being a very pure coal, low in sulphur and ash, no clinkers, no sparks, and little smoke—an ideal fuel for threshing use.

The San Francisco (Cal.) Bulletin says: "It is reported on good authority that the Southfield Wellington coal mines owned by John Rosenfeld & Co., are about to be sold to Dunsmuir & Sons. Recently an agent of the Germans was here to purchase coal for the Asiatic squadron of the German Navy. He wanted 10,000 tons of coal and Dunsmuir was not able to give it to him. The firm has since taken the contract, it is said, and has purchased the Rosenfeld interest so that it may be able to carry out the compact."

The Republican, Trenton, Mo., says: Contracts have been signed which make Frank Fulkerson, superintendent of the Grundy County Coal Co., the owner of the entire interest of the Trenton Light and Power Co. The consideration of the transfer is not stated, but it is thought that Mr. Fulkerson bought at a bargain. Mr. Fulkerson assumes control Aug. 1. He is one of Trenton's brightest and solidest young business men and under his management we have no doubt the property will speedily become a paying one. His careful, conservative management of the affairs of the Coal company justifies this prediction.

A correspondent at Bozeman, Mont., says, reports from the new coal discoveries in the West Gallatin Basin, are to the effect that the coal found there is the best quality of any discovered in the state. It is of a peculiarly hard formation, almost like anthracite, and is easily made into coke in an open fire. The fuel gives out an intense heat and a piece of steel several inches in thickness is quickly burned off by a forge fire made of this valuable deposit. Five veins have been discovered, two of them five feet thick and the others from two and one-half to four feet. All the surroundings, roof, floor, etc., are admirable and mining operations can be conducted under every advantage. There is no question about the value of the mines and that these recent discoveries will prove a big thing for Bozeman is beyond dispute.

A correspondent at Washington, Ind., says: "For years the thousands of tons of coal sulphur taken from the mines in this neighborhood have been thrown aside as worthless. Hereafter it will be utilized. The entire output of this mineral from the Cobel & Co.'s mines has been contracted for by the Cleveland (O.) Fertilizing Company, which will separate it from the rock and coal at the mines and ship it to their factory, where it will be reduced to sulphur. The price paid is equal to half the price paid for coal at the mines. The sulphur found in the mines here runs through the coal above and below it, and is removed by the diggers in mining the coal. Much of it is left in the bank, while the rest of it is hauled to the surface and piled in heaps as worthless material. At the Cobel mines the sulphur will reach over a hundred tons a month.

FREIGHT RATES AND COAL AT BUFFALO.

Owing to the light supply of Anthracite on the docks at Buffalo and the poor demand from the West but little coal is being moved forward. Freight rates are in consequence in a very weak condition and there is every indication that still further breaks will be made. It is the opinion of some of the shippers that the rates will go as low as they were last year. None of the companies seem to care to forward much coal at the present time and this will have a tendency to force down rates. Locally the market is very quiet, dealers reporting but few orders. The report that prices will advance on the 1st it is hoped will liven the market somewhat. The soft coal market is quiet and there is plenty of coal on hand for immediate calls. Prices continue steady but are somewhat weak. Considerable is being shipped up the lakes and this in a measure relieves the local market.

Coal is power; iron is strength; and the nation that is richest in the possession of these minerals is bound to play a great part in the world's progress.

THE COAL MEASURES OF ROUTT COUNTY, COLORADO.

The accompanying letter from Professor F. V. Hayden in the Evening Post, Denver, Colorado, will be of some import to our readers as his observations in regard to the anthracite deposits are interesting:

"This county (Routt) is probably better supplied with coal than any other portion of the state, extending across the whole country a distance of nearly sixty miles, and more than that in width. At some points, however, basalt or volcanic rock shows up in which vicinity the coal has been burned out, as the volcanic action shows strong evidence of being a later period than the coal deposits. These volcanic fires have, where the heat has not been too great, probably coked the coal deposits, and ages of time, together with great pressure has compacted this coked matter into genuine anthracite. So far as is at present known there is but one place in the country where anthracite is found, namely in the Elk Head range, about twenty miles from Steamboat Springs, in a nearly northwest course. Here the earth has been upheaved and two veins exposed, probably nearly 100 feet apart. These veins average about five and six feet each in thickness. The coal in these veins is very hard—averages well with Eastern coal in quality. In fact, it is claimed by parties who have tested both Pennsylvania coal and specimens from this field that the Routt county product gives less ash and slightly more carbon. In doing the necessary development work to secure this coal land the coal was wheeled out on the dump and has lain there exposed to the elements without covering. Last fall J. W. Hughes & Co., purchased several tons for use in a base burner stove in their 50x80 foot store at Steamboat Springs. The result was that they kept the room comfortable with it even after an exposure of nine years to weather that would almost have disintegrated a granite boulder. That this is the only section of the country where anthracite is to be found is a mistake, as every condition for the formation of the same character of fuel is found in a dozen different portions of the county far removed from each other, these beds only being exposed by some internal upheaval, cracking along the line of the same, one side dropping to place and the other remaining tilted. Taking other proportions of the field into consideration and as a guide, there is evidently a still lower and thicker vein underlying the two exposed, the two upper ones agreeing closely with these in thickness, while the one lying probably 100 to 150 feet deeper ranges in thickness from fourteen to twenty feet. The farther we go west the more erosion has taken place, first one vein than another until finally all have been robbed or worn away. As to the general quality of the coal in this section, it

is a very safe statement to make that we have no poor coal. On first opening a bank before a depth is reached the product burns freely, but slacks easily. As greater depth is reached this tendency to slack disappears; a very little sulphur is found in any of it, and the tendency to slack is only conspicuous by its almost entire absence.

"Probably one-half of the field has been appropriated by individuals, the greater portion by home-stead, pre-emption, timber culture and desert claims, the Colorado Fuel & Iron Co. having done about all the filing as legitimate coal claims. The general character of the coal here is lignite, although of far better quality than is found on the eastern slope, semi-coking and considerable of it semi-coked. This is a peculiar statement, but can only be qualified by saying that as a majority of it is neither anthracite, cannel or bituminous, it must certainly be as stated or a new name coined to fit the occasion. Lying within this coal measure we find an extensive oil field. This basin is within one mile of the eastern edge of the field and is being fast located by men interested in such matters. Since January, five separate corporations have had representatives in the field. The first two secured by lease and location 10,000 acres. What the three remaining outfits will be satisfied with can only be imagined. Already we are becoming familiar with derrick, pipe line and refinery talk, but so far there has been no great distribution of wealth. When this much-hoped for time will come we can only exclaim, in the language of our lately defeated enemies: Qui en sabe?"

A number of good sized mines are now on fire in the United States, and have been for years. The Vulcan Mine, on the Green River, opposite New-castle, in Colorado, has been on fire since the great explosion several years ago, when about eighty persons lost their lives. All efforts to quench it have proved fruitless. In Butte there is a mine which has been on fire since 1884. It has been treated with carbonic acid gas generated on a large scale, quicklime and acids, and all the stifling devices that genius and experience could devise, but so far without effect. In Pennsylvania there are several steadily burning mines, and in one place where the outlet of natural gas is very great the spectacle it affords is of surpassing interest. For miles around a great tower of fire may be seen, day and night, and the dense black smoke which it gives off settles upon the surrounding country. How a mine gets a fire is easily explained, even though the greatest precautions are taken to prevent it. Coal seams exude a gas, varying in quantity according to the pressure and the quality of the deposit, which gas when mixed with air in certain proportions is about as explosive as gunpowder.

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EASTERN COAL AND COKE NOTES.

Miners at Tamaqua, Pa., and in the Panther Creek valley are scarce and the work at several collieries is seriously impeded.

The Monongahela River Consolidation of Pittsburg, will not for the present at least commence building steel boats to replace its wooden fleet.

It is stated that the Negley coal mines at Lisbon, Ohio, are being operated to their full capacity and employment could be given to many more who are seeking labor.

The Brookwood Coal Co., is sinking a new slope near Mahanoy Plane, Pa., and will erect a new breaker. The operation is expected to give employment to 100 hands.

Another big mining strike is brewing in the Lackawanna valley, among the anthracite miners of the Delaware & Hudson Co., three mines of which, at Olyphant, are tied up, throwing idle 1600 men.

The Caledonia Coal Co., Du Bois, Pa., has thirty-two thousand acres, about twenty-one thousand acres being underlaid with coal, and extending up and down the Bennett's branch country from Caledonia to Penfield.

The new washery being built on the coal bands at Garber's, about two miles below Tamaqua, Pa., is rapidly nearing completion. The banks are almost pure coal, and contain hardly any culm whatever. The washery will have a daily capacity of about 20 cars.

The Penn. Gas Coal Co., which for the past eight or nine months has been using the compressed air system of hauling on the main headings of its Youghiogheny shaft, has inaugurated this system through the entire mine, and dispensed with several more head of mules.

The Anderson mines at Venetia, near Washington, Pa., which have been closed down for nearly five years are to be reopened soon. Over a year ago the mines were purchased by the coal combine, but active operations were not commenced. Now it is understood that the mines are to be operated with increased capacity.

The Pottsville (Pa.) Journal says: "Workmen are at present uncovering veins of coal and iron at the farm of Howard Klahr in East Brunswick township, about two and a half miles from Orwigsburg. The discoveries of coal and iron in that section may have a most potent effect on the future history of the old county seat."

A Connellsville, Pa., correspondent writes: "In view of the remarkable decline in the production of coke in the Connellsville region hundreds of Hungarians and Poles are returning to their native land. The average daily shipment of foreigners by steamship agents in the region has been about 75 per day for the past ten days."

The Pittsburg (Pa.) News says: "Through the failure of the coke plants to become consolidated at Connellsville, the price of coke has had a phenomenal drop, with which the declines in steel and iron do not compare. From a record high price of \$4.50 a ton in May, prices have descended to \$2.25 this week, or a drop of 100 per cent."

The Hon. J. C. Stineman and his son, W. I., of South Fork, with capitalists of the East, are interested in a new coal firm which will operate what is known as the Lemon seam at South Fork, it being the purpose to export the product. This venture has nothing whatever to do with the present Stineman Coal & Coke Co. and will not affect it in any way.

The Philadelphia & Reading Coal & Iron Co. has secured a renewal of its lease of the Hammond colliery at Rappahannock, Pa., from the Girard estate for a period of fifteen years. The present breaker which was built more than twelve years ago will be razed to the ground and supplanted by a modern structure. About \$150,000 will be expended on the new plant.

The Hazleton (Pa.) Sentinel says: "An important movement to more thoroughly organize the men of the anthracite district has been started by President John Mitchell of the United Mine Workers of America, sending to this region George Purcell of Linton, Ind., and Frederick Deitzer, of Akron, Ohio." This, together with other indications, point to a probable strike early in the fall.

The new Klondike, near Unionstown, Pa., bids fair to become one of the greatest coke producing sections in the world. Several shafts are already completed, and a number of others are being put down, while active work on four or five others will begin in the course of a very few weeks. Thousands of ovens are in the course of erection. The coal is below the surface from 200 to 300 feet, and the only method to reach it is by shaft. This insures a good roof, yet the deadly mine gas is more likely to accumulate than in a slope mine, thus making the work of mining more hazardous. In view of the many hundreds who will soon find employment in these new mines the operators should exercise every precaution in the matter of making them safe.

The Pennsylvania Railroad reports the quantity of coal and coke originating on its lines east of Pittsburg and Erie for the week ending July 14, 1900, and the year 1900 to that date, in comparison with the previous year, as follows:

	1900. Week ending July 14.	1900. Year to July 14.	1899. Year to July 15.
Anthracite, tons.....	45,604	2,191,250	2,078,291
Bituminous, tons.....	357,231	10,335,561	8,550,182
Coke, tons.....	127,543	4,626,982	3,922,502
Total tons.....	580,378	17,153,793	14,550,975

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Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

It is stated that the coal companies of the George's Creek, Maryland, region have conferred with the striking miners on a basis of settlement of the strike.

The Alabama Consolidated Coal & Iron Co. has declared a quarterly dividend of $1\frac{3}{4}$ per cent on preferred stock, payable August 1. Books will close July 25.

The Wise County Coal Co., Bridgeport, Texas, is sinking another shaft which will be known as mine No. 2. Demand for this coal is greater than the present supply.

The firm of Karl F. Bierach & Brother Co. has been incorporated at Louisville, Ky., with a capital stock of \$15,000. The object is to mine, buy and sell coal. The paid-up capital is \$12,500.

The Thurber Coal Co. is now sinking a shaft two miles south of Strawn, Texas, which in addition to the mines of the Standard company, will make six coal mines within a radius of three miles of that town.

The Bessemer Land & Improvement Co., at Birmingham, Ala., is making preparations to open three new large mines on their property at Belle Ellen, in Bibb county, where they already have one large working mine.

Monongalia county, W. Va., coal lands are finding a market, whether the fields can be utilized at once or not. The price paid was \$10 to \$15 for the coal rights alone, but as the coal is not near to any outlet, it is probably bought for speculation.

George L. Carter, president of the Virginia Iron, Coal & Coke Co., with headquarters in Bristol, Tenn., has bought the mining properties of the Potts Valley Mining Co., and transferred his title to the Valley Ore Co., receiving \$500,000 for same.

A new railroad from Connellsville, Pa., to Bellaire is projected and the city of Wheeling, W. Va., is offering a large bonus to the promoters. The new road would open up vast coal fields and make Wheeling a rival of Pittsburg in the coal and coke business.

A new corporation is the Standard Coal Mining Co. of Strawn, Texas; capital stock, \$100,000. Purpose: To mine for coal, clay, stone and any other minerals and mineral substances, etc. Incorporators—W. W. Johnson, A. N. Edwards, W. R. Eaves and George Bell, all of Strawn, Texas.

A new corporation is the Elk River Coal Co., Birmingham, Ala., capital stock, \$30,000. The incorporators and principal stockholders are Henry S. Jenkins, J. Harry Lee and John F. Martin, all of Birmingham. It is understood that the new company has acquired the McDonald mines at Carbon Hill, in Walker county.

A correspondent at Coal Creek, Tenn., says: "The Tennessee Coal Co., at Briceville, co operating with the management of the Knoxville Iron Co.'s mines, have absolutely refused to recognize the union, and the companies are determined to resist every effort for the employment of check weight men on their tipples. The Tennessee company has notices posted forbidding anyone but employes entering upon their possessions and declare it as their policy to dismiss all miners whom they know to belong to the union."



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NEILSON

RED-ASH COAL

Will satisfy the most particular customer you have.

IF YOU WANT THE

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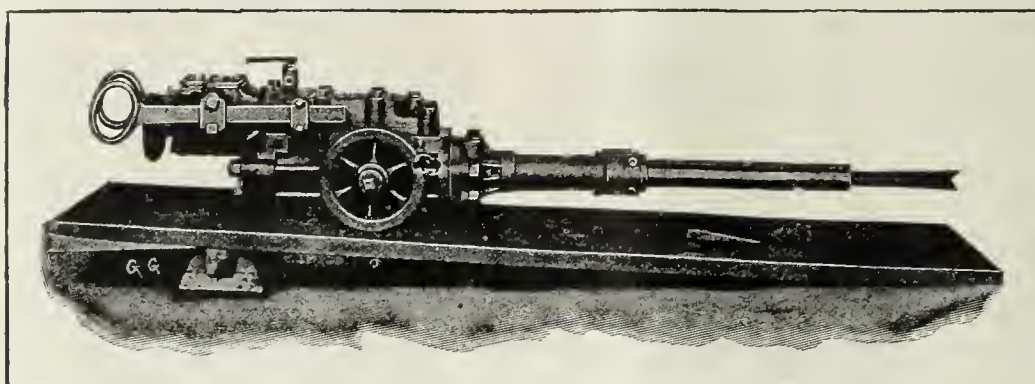
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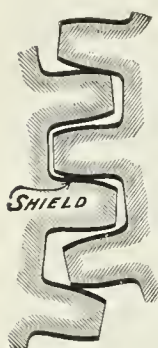
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Will do 20 to 25 per cent
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Send for cuts
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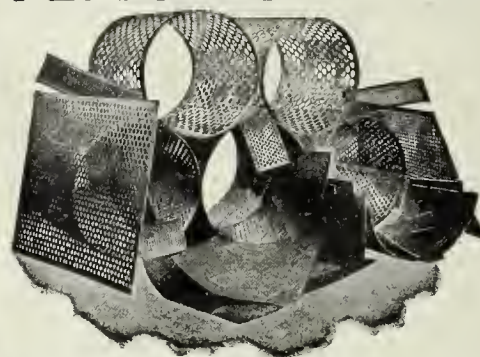
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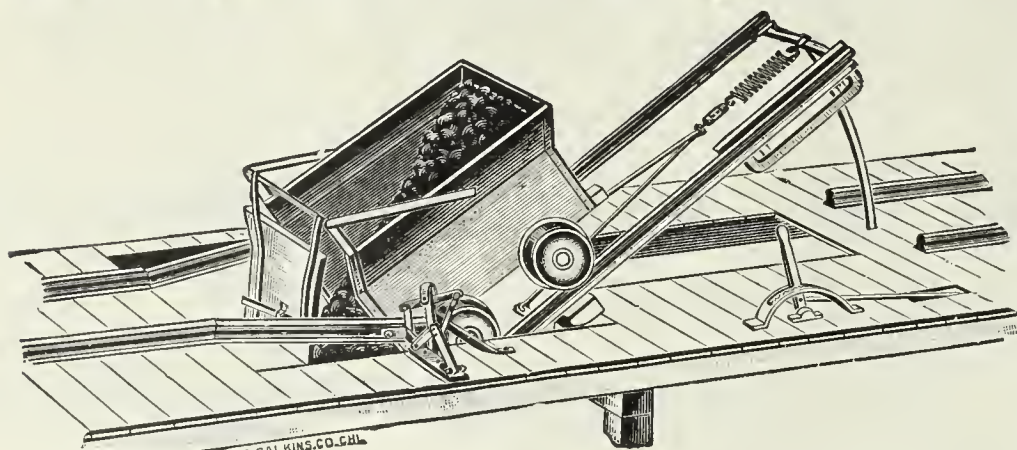
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These machines largely increase the output of a mine and reduce the operating expenses. After the coal has been dumped the empty car passes automatically through the dump, allowing the loaded car to follow it without the delay occasioned when the empty has to be switched back before the loaded can come forward. Both loaded and empty cars are handled by gravity, causing a great reduction in labor over the ordinary method.

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4,488 tons of LUMP COAL have been loaded over one of these dumps in a day of ten hours.

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17A ELECTRIC CHAIN COAL CUTTER.

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THE BLACK DIAMOND.

THE BLACK DIAMOND.

PUBLISHED WEEKLY

IN THE INTEREST OF THE COAL INDUSTRY

BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

OFFICIAL PAPER OF THE ILLINOIS COAL OPERATORS' ASSOCIATION—President, S. M. Dalzell, Spring Valley; Vice-President, A. J. Moorshead, Mt. Olive; Secretary-Treasurer, J. A. Agee, River-ton, and Recording Secretary and Secretary of Commission, C. L. Scroggs, Chicago, Herman Justi, Commissioner, Chicago; THE INDI-ANA COAL OPERATORS' ASSOCIATION—J. Smith Talley, President, Terre Haute, and THE MISSOURI VALLEY COAL OPERATORS' ASSOCIATION—President, S. W. Kniffin, Kansas City, Mo. Also Official Paper of THE RETAIL COAL DEALERS' ASSOCIATION OF ILLINOIS AND WISCONSIN—Secretary, F. E. Lukens, Chicago, Ill. THE MICHIGAN AND INDIANA RETAIL COAL ASSOCIATION—Secretary, James T. Eaman, Detroit, Mich. THE WHOLESALE AND RETAIL COAL DEALERS' ASSOCIATION OF OHIO—Secretary, W. J. Ferguson, Dayton, Ohio. THE COAL DEALERS' ASSOCIATION OF IOWA AND NEBRASKA—Secretary, Fred H. Cosgrove, Omaha, Neb. THE MID-STATE WHOLESALE AND RETAIL COAL DEALERS' ASSOCIATION, Comprising Missouri, Kansas, Arkansas, Indian Territory and Oklahoma. E. R. Shepherd, Secretary, 40 Postal Telegraph Build-ing, Kansas City, Mo.

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LONG DISTANCE TELEPHONE, 1324 HARRISON.

ENTERED AT THE CHICAGO POST OFFICE AS SECOND-CLASS MATTER.

VOL. 25. AUGUST 4, 1900. No. 5.

MARKET REVIEW.

Receipts of anthracite coal by lake at Chicago, from July 1 to July 20, 1900, according to the Bureau of Coal Statistics, show a small increase as compared with the same period last year; all-rail receipts also show an increase, but shipments from Chicago have decreased considerably—over 500 cars—and for the year the falling off in tonnage is quite large, almost 2,500 cars.

Bituminous coal receipts at Chicago for the same period and comparison as above, show an increase from all the states supplying this market except West Virginia, which have decreased; shipments have largely increased—some 600 cars, while for the year the increase is upwards 7,700 cars over a 1,000 cars a month.

Coke receipts at Chicago during the first twenty days of July have increased, but shipments thence have decreased.

Anthracite coal is firmer, the tone of the market better and the feeling at first hands, decidedly stronger in the West. The circular of \$5.25 for broken and \$5.50 for the smaller sizes is to be maintained, and according to statistics, there will be quite a good tonnage of coal to be sold either in Chicago or elsewhere, because the shipments for the season show quite a heavy falling off. Hence it is safe to infer that those Western dealers who have not yet purchased any supplies, or but lightly, will have to pay the full circular on all future business. Buying in the country west of Chicago is still of small proportions and there is now every probability that it will continue so until towards the latter end of the month. The main topic of conversation among ship-pers is in regard to the likelihood of strike trouble occurring in the anthracite coal fields and about which there appears to be quite a good deal of uncertainty. The drop in lake rates has not

tended to facilitate water shipments, but it is expected that this month will show an improvement in water receipts as compared with July, providing the coal is at Buffalo. As the crop outlook is so much better than had been anticipated earlier in the season, it is but reasonable to expect a better buying movement through the West during the next sixty days.

Bituminous coal is in much better shape at all Western dis-tributing points, not that there is any great improvement in the demand, or that it is showing much greater activity, but there is a growing inquiry which is steadily expanding, and further there is a disposition on the part of contractors to close up the business which has been dragging so long. It is quite possible that some large Western consumers will make no contracts for fuel, but buy their coal in the open market from time to time as occasion re-quires, and to accomplish this they will apparently experience little difficulty, if mines are to be operated on full or even three-quarter time during the coming winter. It must be remembered by producers, shippers and the trade at large that there will be no such demand during this late summer and fall as was experienced last year, because many factories which were running full blast then are now either closed down or working on short time. This condition will continue until after the result of the November elections are known. The surplus coal, steam varieties, on track is quite a deterrent to steadiness of even the current low prices. Threshing coal is in excellent demand, and shipments of this grade all over the country are in excess of last year, besides being somewhat earlier.

The big miners' strike in the George's Creek region in Maryland has been broken and about a thousand men re-turned to work this week at 55 cents. Those who remain out and want 60 cents a ton and recognition of the union threaten trouble. Some thousands of anthracite miners around Scranton, Pa., are on strike, and may remain out until after the delegate convention in that city on August 13th. The situation there is ominous.

Coal and iron, coke and steel go together, and one of the most significant phases of the growth of this country's foreign trade is the rapidly increasing demand for these products of the mine, furnace and mill.

Our New York representative reports a fairly active business in anthracite and the outlook for the near future very encourag-ing. The producing companies appear to have all the business they want with the rather limited supply of coal, and chestnut is short with all interests. Shippers are now refusing orders for nut unless accompanied with a good proportion of the other domestic sizes; egg coal is also in short supply with some of the companies, on the steam sizes—pea and buckwheat—several of the produc-ing interests have placed a prohibitory price in order to catch up with their orders—there is so far as known, no stock of these sizes, which is unusual at this time of the year. The chief fea-ture of interest is the trouble brewing in the anthracite regions, and the probabilities of an amicable settlement without a strike. Dealers eastward are putting in winter's supplies, and line trade seems to be more active. New York business is fair and full cir-cular is now the rule. Soft coal on the Atlantic seaboard is in better condition generally. Export trade is growing and the de-mand is not confined to any one country, but many nations are seeking American coal. Shipments to the far East are fairly good and large consumers, railroads, etc., are taking coal freely. Trade along the Sound is quiet, with little pressure for coal. Around New York harbor business shows some improve-ment and demand for coal is better. It is stated that the miners in the George's Creek region in Maryland are about equally divided in regard to wanting to call the strike off and return to work on the terms offered by the companies. Transportation from mine to tide is slow and car supply short.

Buffalo advices are that the situation in soft coal has greatly improved within the week and the large surplus has dwindled down to a good working stock on tracks, prices too are firmer. Shipments of coal by lake are not improving to any extent and last week amounted to, 41,300 tons distributed as follows: Chi-cago, 19,990 tons; Milwaukee, 11,700 tons; Duluth, 5,950 tons, Houghton, 2,200 tons; Sheboygan, 635 tons; Gladstone, 500 tons; Byng Inlet, 325 tons of soft coal. Freight rates were: Chicago, Milwaukee, Houghton and Sheboygan, 40 cents; Duluth and Gladstone, 35 cents. Shippers are getting very small amounts of anthracite with which to fill orders, either by lake or rail.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

AUGUST 1, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90- 2.15
Rice.....	1.25- 1.50

AVERAGE RETAIL PRICES.

White ash.....	\$4.75
Pink ash.....	5.25
Red ash.....	5.50

The anthracite coal trade continues fairly active and the outlook for further improvement is very encouraging which augurs well for a large and active trade in the near future. All the producing companies seem to have about all the business they can swing with the limited production and are beginning to pick and choose their orders to meet their supply. Nut coal is reported very short with all interests and shippers are refusing orders for this coal unless taken in connection with other sizes of which they have a better supply. Egg coal is also said to be scarce in some cases and shipments are in consequence delayed to some extent. The small sizes are very firm and we understand that some of the companies have put a prohibitive price on pea and buckwheat coal in order to permit them to catch up in their orders and accumulate a little stock for further use. There has been but little of these sizes put in stock so far this season, and judging from the demand, the accumulations for winter use will likely fall considerably short of the usual tonnage making prices high and a good deal of substitution for soft coal necessary. The chief interest in the trade centers around the possibility of a strike in the coal regions and which is thought to be the cause for a good deal of the buying at the present time. Indeed some people think that the situation need become no worse than it is at present to produce a shortage of coal when a full demand sets in, as there are few mines which have a full quota of men to operate with, and this, in connection with the shortage of cars, makes the present output about maximum. The miners have for some years been dissatisfied over the mining scale, which has become more intense of late, and as they have very materially strengthened their organization, being encouraged by the labor leaders, there is great fear that a general outbreak may occur this fall. The Delaware and Hudson miners who went out last week have not yet returned to work though there are no indications of the strike spreading at the moment. Trade eastward is good and retail dealers are busy putting in their winter's supply of coal. Trade along the line is picking up and orders seem to become more plentiful from day to day. At this center there is the usual buying for this season of the year and which while not heavy is very promising. Judging from the prices we hear quoted around, it looks as if the July circular has become effective and shading from list figures seem to be the exception even with the smaller interests while no one is booking orders ahead on this basis.

The Atlantic seaboard soft coal trade is in a little better condition than it was and the trade people believe that the midsummer dullness will be bridged over very soon and the trade reach a healthy demand. There has been a meeting of the Atlantic Seaboard Steam Coal Association, which was harmonious. Some points were brought up for investigation which it is thought will be corrected shortly, and things seem to be working out to a satisfactory conclusion. In the foreign trade we hear of a number of charters from the lower shipping ports at freights of 17 and 18 shillings. This would rather indicate that the foreigners were in great need of coal, as 16 shillings has been considered about the turning of shipments, and the difference of one or two shillings on the price of coal demonstrates the keen demand for the American product. There has been apparently a great scarcity of ocean tonnage, but it appears that when the price is paid that vessels are procurable. In the George's Creek strike the committees after talking the strike question over with the presidents, have reported back to a general mass meeting at which it was decided to hold out for 60 cents a ton and reinstatement, many of the men it is reported not voting. There have been meetings of several of the individual mines co-incidental with the general mass meeting, and at some of their individual meetings it was quoted and decided to go back to work on the terms of the companies. Trade in the far East is fairly good. The railroads are taking considerable coal and utilizing this, the duller part of the season, to fill up their storage bins, so that when any rush for coal may come, they will have something to fall back upon. Trade along the Sound is quiet, no particular pressure for coal is noticed, though there is a fair amount going forward. The fight in the Sound freight market, between several shippers, does not make much showing in the general market, and shippers have difficulty in securing vessels at the lower rates quoted, viz., 30, 35 and 40 cents from New York Harbor shipping ports delivered alongside the Sound ports, as far as New Haven. Most of the shippers standing aside at a fixed and paying rate. New York Harbor trade is quiet, though it is showing an improvement over last week which people believe will be continued. All-rail trade is fairly active. The better grades of coal are more difficult to get than they have been, and though procurable shipments are attended with some delay.

Transportation from mines to tide is slow, car supply is inclined to be short and controlled to a great extent by the individual handling of coal at tidewater. The railroads seem to be in earnest in regard to the quick return of cars furnished from tide and have issued further rules governing same. In the coastwise vessel market vessels are in good supply and coal scarce. We quote current rates as follows: From Philadelphia to Boston, Salem and Portland 65-75; Sound ports, 60-65; Wareham, Lynn and Gardiner, 80; Newburyport, 80-85; Portsmouth and Bangor, 75; Dover, \$1.00 and towage; Saco, 90 and towage; Bath, 70. The further lower ports are 10 cents above these rates.

BUFFALO, N. Y.

AUGUST 2, 1900.

There is a decidedly better feeling in the soft-coal trade. The fall demand is coming in sight and already the alarming surplus that was filling all the sidings and yards of the roads at one time is gone or fast going, so that there is now little more than a good working margin. The dealer who was at one time about ready to give up the struggle and let the prices go back to the low level they occupied last year, is now beginning to say that he is about convinced that there is no further decline.

There are no more reports of sales at cut prices, and though there are still some good contracts waiting it is not thought that there will be much further demoralization.

The advance in soft coal beyond that of hard has added a goodly amount of virtue to the users of one or the other for office building purposes in the city. When the smoke ordinance was suspended the use of soft coal for this trade became more common than ever. Then soft slack went up to \$2 or more and it was found that there was next to no smoke in a mixture of it with hard screenings and now there is not a quarter of the smoke made that there was when slack was so low. All the big office buildings use the combination.

There is an effort to induce the State insane asylum, which takes a matter of 10,000 tons of soft coal now, to burn hard or a mixture of the two, as the Albright art gallery and the historical building, when put up will be right in line of this smoke. Likely something will be done.

Soft coal quotations firmer, as follows: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$2.00; Blossburg smithing, \$3.00; vessel fuel, \$2.80, all per net ton.

The annual outing of the Buffalo coal men was well attended and a fine day was made the most of by a boat ride down the Niagara to Buckhorn Island, close to the Falls. There was no programme, but the lack of special exercise did not make any difference with the way the clam chowder disappeared. There were about fifty attendants. Among the number were H. N. Taylor, president, and J. B. Cavanaugh, secretary and treasurer of the Western Coal and Dock Co., Chicago; Noel Marshall, general manager Standard Fuel Co., Toronto; J. M. Daily, London, Ont.; F. W. Powers, Youngstown, O.; George E. Henry, East Brady, Pa. The affair was in the hands of a committee composed of E. C. Roberts, J. S. Moore and J. L. Evans, who took especially good care of the people, getting them back to the city at early evening.

Shipments of coal by lake are not improving, as the following weekly summary of consignments will show: Chicago, 19,990 tons; Milwaukee, 11,700 tons; Duluth 5,950 tons; Houghton, 2,200 tons; Sheboygan, 635 tons; Gladstone, 500 tons; Byng Inlet, 325 tons, a total of 41,300 tons, all anthracite except the 325 tons to Byng Inlet.

Freight rates as follows: Chicago, 40 cents; Milwaukee, 40 cents; Duluth, 35 cents; Houghton, 40 cents; Waukegan, 40 cents; Sheboygan, 40 cents; Gladstone, 35 cents; Byng Inlet, owner's account.

The amount of coal shipped by lake for July was 238,404 tons, as against 369,447 tons in July last season and 278,839 tons in July, 1898. Totals to date are 969,805 tons for this season, 1,046,380 tons for last season and 797,975 tons for 1898.

Following is the distribution of coal by lake this season to August 1: Chicago, 342,005 tons; Duluth-Superior, 213,335 tons; Milwaukee, 201,570 tons; Waukegan, 33,245 tons; Toledo, 25,255 tons; Green Bay, 22,545 tons; Lake Linden, 15,565 tons; Fort William, 15,155 tons; Manitowoc, 14,680 tons; Racine, 10,325 tons; Gladstone, 10,000 tons; Marquette, 9,860 tons; Ashland, 7,350 tons; Sault, 4,224 tons; Hancock, 4,200 tons; Houghton, 4,050 tons; Portage, 3,475 tons; Port Huron, 3,200 tons; Bay City, 3,100 tons; Depot Harbor, 2,400 tons; Kenosha, 2,175 tons; Depere, 2,075 tons; Port Washington, 1,750 tons; Sheboygan, 1,735 tons; Port Colborne, 1,345 tons; Parry Sound, 1,010 tons; Alpena, 665 tons; Marine City, 350 tons; Byng Inlet, 325 tons; Port Burwell, 240 tons; Cape Vincent, 105 tons.

There is no change in hard coal conditions, or prices, shippers getting very small amounts of coal with which to fill orders, either by lake or rail.

CONNELLSVILLE, PA.

JULY 31, 1900.

The Courier says: "The coke trade in the Connellsville region is settling down gradually to meet conditions in the iron markets. Supply is being regulated to demand pretty evenly. There is little stock on the yards and less at the furnaces. August will be a dull month. The operators in a number of instances have decided to take advantage of the little breathing spell and close their plants for repairs. Atchison, of the Connellsville Coke Co. shut down this week, taking 80 ovens out of blast in the district just beyond the Connellsville limits. This week the American Coke Co. has only 100 of the 400 oven plant at Baggaley making coke. Morrell and Wheeler, both plants under lease to the Cambria Iron Co., are only running four days a week, Morrell having but 100 of its 400 ovens in blast.

"In the past ten days there has been some diversion in the coke market, caused by furnace companies owning coke works in this district, whose stacks are out of blast, hustling for outside contracts. One or two furnace coke plants are now operating on such contracts and the supposition is that prices were shaded some in order to land the orders.

"What effect the new Southern Fayette county coke district will have on the Connellsville region will soon be tested in a small way. The Eureka Fuel Co. is making coke at 128 ovens at Leckrone, and will in a short time have 300 more ovens producing at the same works. Other companies will also soon be in the market with coke from the new Klondike field. That turned out at Leckrone is said to equal in every respect the standard Connellsville product. This is said so often of the new cokes, however, that thorough tests and actual use in furnaces will be necessary to prove it correct.

"Furnace coke is quoted at \$2.60-2.75, and foundry coke \$3.00-3.25. These figures are for standard Connellsville."

At a meeting of the stockholders of the O'Fallon Coal & Mining Co. at Lebanon, Ill., last month, Dr. T. A. Wilson was re-elected as a director and later was made vice-president and treasurer of the company. It is evident the company appreciates efficient services.

CHICAGO MARKET.

A further decline in the water freight, rate on coal from Lake Erie to Lake Michigan ports is recorded at Cleveland, the figure now being 35 cents. This is less than half of what they were at the commencement of the season and indications are that the end is not yet in sight.

Anthracite coal is very quiet and listlessly apathetic in the Chicago market. Several of the companies' agents, who claim to be maintaining rigidly to the circular at wholesale say: "We are selling no coal at present and entered very few orders in July, though our shipments last month make a very fair showing on the whole. No, our lake receipts at Chicago do not compare favorably with last year, this, however, does not cause particular uneasiness, as there is ample time to get a good tonnage forward before navigation closes, providing there is not a general shutdown at the mines." The agent referred to, stated that, "while they looked for an amicable arrangement as the outcome of the Hazelton convention, yet there was a good deal of uncertainty surrounding the situation at the mines, and that dealers who had not bought the whole of their requirements, would do well to take no chances, but should protect themselves and their customers." Locally there is little doing at wholesale and but a small amount of business at retail as generally reported by dealers—loaded wagons are conspicuous by their absence from the streets and avenues of the city.

Soft coal, particularly that produced in the Western states, is in much better supply than demand and the accumulation on the tracks of the various carrying lines making a specialty of this traffic, is altogether greater than the capacity of the market to absorb. Large steam plants are slow to resume and slower still to order coal, but there is a rift in the clouds and there is quite a little revival in the matter of inquiry; so that it may be safely stated that there is already a slight betterment in the soft coal situation. Not a few of the operators of Illinois who have offices or agencies in Chicago, report that they are doing about all they expect to accomplish in the way of tonnage for this time of the year, and several are running their mines nearly to full capacity. This latter, however, is exceptional. Eastern coal is not in any great supply and of some varieties there is an absolute scarcity. Manufacturing demand is slow to pick up, but there are some signs of an early revival, though it is hardly to be expected that large steam plants or big consumers will be anxious to discount the future—the fall elections, as some eastern concerns are reported to be doing. Commercial and threshing coal are in better demand and shipments of the latter are actively maintained. Prices generally are still easy and circular more or less shaded, but they are bracing up, and before the end of the month, the regular schedule may be demanded.

Coke is very quiet, though inquiry is rather more active but actual sales are light. Connellsville is quoted and ranges from \$5 to \$5.50, the latter for the straight "basin" article.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.

ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Rate.....	\$5 25	Carterville washed nut.....	\$2 25	Blossburg.....	.....
Egg.....	5 50	DuQuoin.....	2 50	Cumberland.....	.....
Stove.....	5 50	Wilmington.....	2 50	Piedmont.....	\$3 65
Nut.....	5 25	Spring Valley.....	2 50	Lilly.....	.....
Rate from yard or dock.....	5 25	Riverton, Marion.....	2 25	Sonman.....	.....
Egg, stove and nut from.....	5 50	and similar grades.....	2 25	Birdseye Cannel.....	5 50
Dock or yard.....	5 50	All Spg'd. district.....	2 25	Falling Rock Cannel.....	5 50
Domestic sizes at retail.....	6 25	Penwell and Pana.....	2 25	Cannelburg.....	3 25
		Alton district.....	2 25		
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 55	Pocahontas.....	.....	Connellsville.....	5 50 @ 5 50
Sullivan county, Ind.....	2 25	Maryland.....	.....	Pocahontas.....	5 25
Sullivan county, Ind., nut.....	2 00	New River.....	.....	New River.....	5 00
land, Ind.....	2 30	Ocean.....	.....	Fairmont.....	5 00
land nut.....	2 00	Montana.....	3 25	Elk Lick.....	5 00
oxville, Clinton, etc.....	2 00	Winifrede Splint.....	3 25	Gas House.....	4 25
ocking Valley, Ohio.....	2 85	Thacker.....	3 25	Charcoal per bushel.....	15
Carterville, Ill.....	2 25	Raymond.....	3 25		

SAN FRANCISCO, CAL.

JULY 28, 1900.

During the week there have been four arrivals of coal from British Columbia, with 15,300 tons; five from Washington, 12,793 tons; and two from Oregon, 100 tons; total, 28,893 tons. There have been no deliveries of foreign coal. An absurd article was printed this week in one of our dailies, intimating the doubling of coal prices this year. There are no grounds for such statements. It is true the quantities delivered closely approximate to the amount consumed, but we are not threatened with a fuel famine, hence such heavily headed headlines are very misleading. When the present Alaska pressing demand for fuel has been supplied, we will be enabled to have a larger supply of British Columbia to draw from, and more vessels to transport it. Besides, there are points along the Central Pacific from which fuel may be drawn in case any marked advance should be made here. High prices will open up a number of new avenues at all times. Up to date large consumers may feel grateful that our Coast colliery proprietors have not been shown the semblance of any intention to squeeze them, although they have had the power to do so or over a year past. Grain freights outward have softened somewhat this month. This will have a further tendency to advance foreign freights inward on coal. The present schedule of prices for Australian and English coals will tend to diminish shipments in this direction. Latest quotations show an advance.

PHILADELPHIA, PA.

JULY 30, 1900.

There is a good demand in the anthracite coal trade for both the prepared and steam sizes, and the opinion is that the mid-summer dullness is now past and that a fair tonnage can be looked for from this on. The tonnage going forward at the present, while not heavy, is sufficient to absorb all the newly mined coal as it comes from the breaker, and unless the output is increased shortly, stocks will have to be drawn on to meet the needs of the market. The demand coming somewhat earlier than usual it is thought is due to the possibility of a strike in the mining regions and the shortage of miners at the present time, which will not permit the mines running at their full capacity when a full demand is on, and buyers and consumers alike appreciate that unless they have some little stocks ahead to fall back on they may find themselves in distress for want of coal. Prices are well maintained and there seems to be little difficulty in getting full circular figures for all the coal sold, and in some instances producers have made individual advances on these sizes of which they are short. Nut coal is particular scarce and no one appears to have any for sale, and orders for this size are being turned down daily except to regular customers, where taken with other sizes. Egg coal is also reported short, and in some instance, stove. The steam sizes are very firm and prices are showing an upward tendency with the probabilities of a considerably shortage, for winter supply this year, as but little stocks have been accumulated so far. The output for August will be increased somewhat, though it is doubtful if 4,000,000 tons can be mined with the present force of miners.

There is little change in the bituminous market at this center, though the outlook is very promising. The far East is comparatively the most active of the consuming territories, which is showing an increased demand over last week. The Sound trade is also calling for a good deal of coal, but shipments to these points continue to be made chiefly from the New York Harbor shipping ports on account of the cut in coastwise freights made by shippers in that harbor. Prices generally seem to be hardening somewhat, and the demand more urgent, which would indicate that the trade has reached the turn and can now look forward to a healthier business. The George's Creek strike still continues. Little has resulted from the various meeting of committees and mass meeting held during the week, and although there seems to be a desire on the part of the men to go back to work, the same uncertainty prevails that has characterized the strike from the start. The foreign trade shows continued large shipments from the lower ports, notwithstanding the high ocean freights demanded on this business, indicating the great need of the markets abroad.

Transportation from mines to tide is inclined to be slow. Car supply is short and the railroads are taking stronger measures than ever to get prompt return of same from tidewater points.

In the coastwise vessel markets vessels are in fairly good supply, though coal is scarce. We quote current rates of freight as follows: To Boston, Salem and Portland, 65-70 cents; Sound ports, 60-65 cents; Wareham, Lynn and Gardiner, 80 cents, with towage to latter port; Newburyport, 80-85 cents; Portsmouth, and Bangor, 75 cents; Dover, \$1.00 and towage; Saco, 90 cents and towage; Bath 70 cents.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

WHEELING, W. Va.

AUGUST 2, 1900.

The rate at which coal companies are being chartered in West Virginia, and the activity shown by those who own coal lands and want them developed, proves conclusively that there is no lack of faith among those who have money to invest in the industrial situation and outlook. In the past week not fewer than seven coal companies have been chartered, and every one of them to do business within the state. For a while, most of the new companies were chartered to open mines in the Fairmont region, and in the sections recently opened up in that general vicinity by the building of branch railroads from the Baltimore & Ohio. Lately, however, there seems to be a decided preference for the Norfolk and Western region, and of the seven companies chartered the past week, five of them express the determination in their charters to operate coal mines along the line of that road.

The slight dullness noted last week as existing in the West Virginia fields has about all disappeared, and things are going ahead with their oldtime vigor. Of course, the week has not been a banner week, by any means, but the activity is great enough to make one think there is no danger of stagnation lasting long.

The prospect that the mines in Western Maryland will soon be at work again will help the local situation in some ways though it will cut off a small part of the demand which the idleness of those mines created for a while.

Fairmont was busy as usual this week, and the outlook is for a better week next. Shipments to the West are a little light, but to the East things are lively. Considerable increase in the demand for coke is seen, but the coke industry does not grow as might be expected, when the great growth of the coal industry is considered.

On the Norfolk & Western Railroad, every mine is fully employed, and a few more men could find work if the men were forthcoming.

In the West Virginia Central & Pittsburg region, everything is busy, and the coke ovens are burning brighter than elsewhere in West Virginia. The shutting off of the Maryland supply from the Eastern market has increased the output of coal in the West Virginia Central region, and has made considerable of a boom for that section.

In the Kanawha Valley, everything is doing nicely, the river mines having all the boats they will need for several weeks, and the rail mines finding an ample market for their output. New River is busy as usual, with shipments about equally divided between the East and the West.

The Semet-Solvay Coke Co., of Syracuse, N. Y., is erecting sixty coke ovens at Delray, Mich.

PITTSBURG, PA.

JULY 31, 1900.

The unexpected rise in the river, is the sole topic of conversation amongst the trade this week. About 500,000 bushels of coal were shipped down the river in light laden barges.

The present rise comes almost entirely from the Monongahela River, the stream being up considerably along its entire course, although it is falling slowly at headwaters. The river interests are anxiously hoping for a down-pour, but there is not much indication that it will materialize. The steamer Adelle, with a coal tow of 20 barges, arrived safely at New Orleans a few days ago. She is the only steamer that has taken a tow of Kanawha coal to the Crescent City this season. Most of the West Virginia fuel is marketed this side of New Orleans, Pittsburg coal being most popular there. Considerable Alabama coal is used for domestic purposes around the mouth of the Mississippi River, but for steam making Monongahela has the call.

The interest created among the membership of the United Mine Workers of the Pittsburg district, by the revival meeting held last week in the various mining centers, has led to their continuance this week. Vice-President T. L. Lewis, has prepared an itinerary for next week, and at each meeting he will be assisted by some prominent local labor leader. Meeting places and dates are: Walkers Mills, Pa., July 30; Cherry Boyd and Ft. Pitt mines, Essen, Pa., July 31; Panhandle, Beadling and Essen mines, Hacketts, Pa., August 1; Eclipse, Anderson, Germania and Nottingham mines, McGovern, Pa., August 2; Enterprise, Allison and Boone mines, Willock, Pa., August 3; Willock, Walton's and Becks Run mines.

CINCINNATI, OHIO.

AUGUST 1, 1900.

Notwithstanding the many recent rumors of a weakness in the wholesale market, the rail shippers, at their meeting on Friday, deemed it wise to make no changes in existing prices, and the July schedule will be used for August. That means that if everybody stands up for prices, the consumers will have to pay \$2.50 a ton wholesale for the best grades of lump coal, \$2.25 a ton for nut, and \$1.75 for nut and slack. Mine run is still left open, and each individual can make its own price and not violate any agreement. The market for mine run has been good and prices have ranged from \$1.00 to \$2.00 a ton wholesale. Retail prices are also unchanged. All kinds of soft coal sell for \$3.00 and \$3.25 a ton according to the distance. Anthracite is worth \$6.50 a ton delivered.

The river dealers are not finding the market as good as they have all along up to this time, and there is a greater or less tendency toward lower prices, especially for Kanawha coal, which is now more plentiful here than Pittsburg. The best grades of Kanawha lump sold on the present run at 7¼ cents a bushel, which is a drop of one-quarter cent. Pittsburg lump is firm at 7½ cents a bushel. The receipts by river during this week will foot up close to 2,000,000 bushels, most of which is Kanawha.

BALTIMORE, MD.

JULY 31, 1900.

Eastern coal rates about the same as last report: Bangor, 85; Bath, Me., 80; Portland, 75; Boston, 75; Salem, 75; Portsmouth, N. H., 80; New Haven, 70; Bridgeport, 70; Providence, 70; Allyns Point, 70; New Bedford, 70; Somerset, 80; Fall River, 70; New York, 55; Galveston, \$1.80; Jacksonville, \$1.10; Savannah, \$1.00 Port Royal, S. C., \$1.25; Charleston, \$1.10; Velasco, Texas, \$2.35; Tampico, Mexico (coal) \$2.90; Vera Cruz, \$3.00; Key West, \$1.85.

The strikers in the George's Creek region held meetings at all the mines last Saturday and the prevailing sentiment was that the men should break away from the union and return to work. A good many miners are expected to desert the strikers' ranks and return to work this week.

THE DOMINION OF COAL.

A very interesting address was delivered recently before the American Association for the advancement of science at its meeting in New York by the well known statistician, Mr. Atkinson. His subject was "The Dominion of Iron and Coal—What it Stands For." Summarizing the salient points of his paper, the Rochester Post Express says: "He showed how all the great manufacturing nations of the world would eventually become dependent upon the United States. Only this country has a supply of these products that is adequate to meet not only the demands of the home market, but those of the foreign market. Already the scarcity of coal has begun to be felt in Europe, as we pointed out recently, and a scarcity of the ores from which Bessemer steel is made has been long impending. Mr. Atkinson showed that with the abatement of the supply of both commodities in Europe there would be an increased demand for them, and the problem would be how to supply this demand. The industrial development of the world is so rapid that in ten years the supply of iron in the United States, which is now 14,000,000 of tons, will have to be doubled. Can this be done? Mr. Atkinson estimates that in 1910 the industries of the world will have to have 55,000,000 of tons, and that half of it must come from the United States. But if we can furnish much more than we need for our own consumption, it is obvious that a tremendous boom in the iron industry is likely to come in the near future."

The claims made here are based on the facts and figures, and they contain the promise of an unparalleled era of prosperity for the United States. With wise statesmanship this country should reach a commanding industrial position among the nations of the earth, early in the new century.

A novel suit, the outcome of which will affect the existence of burning culm banks in the anthracite coal region, has been commenced at Wilksbarre, Pa., by Robert Clayton against the Plymouth Coal Co. He wants \$10,000. He says that close to his home, in Luzerne borough, the company has a burning culm bank, the heat from which is intense, and which, with the grass arising from the fire, are ruining the health of himself and family and killing the fruit trees on his premises.

ON THE WING.

Mr. B. B. Boecker, ex-Burgomaster of Naperville, Ill., was visiting around among the coal trade this week.

Mr. J. Brinton White, treasurer of Coxe Bros. & Co., incorporated, New York City, visited in Chicago this week.

The United States is in the market for vessels to carry coal to the Philip-pines Islands for which \$3.00 a ton is paid as freight.

One hundred miners in the Davy coal fields, near Huntington, W. Va., were given ten per cent increase in their wages this week.

Washington coal from Puget Sound now sells at a good round price in the San Francisco market and it as well as foreign coal is scarce.

Mr. George Merryweather, Chicago, general sales agent, Coxe Bros. & Co., incorporated, is spending the summer at Highland Park, Ill.

Notwithstanding the strike at the collieries of the Delaware & Hudson Co., its officials appear to be getting all the coal for which they have orders.

Mr. R. E. Harris, Omaha, Neb., was in Chicago this week circulating among the coal trade. He made a pleasant call at the offices of THE BLACK DIAMOND.

Mr. C. S. Thompson is now contracting freight agent for the Illinois Central R. R., and is very carefully looking after the interests of the coal trade in Chicago and vicinity.

The board of education, Kansas City, Kan., asks proposals for about 20,000 bushels of coals; bids to be in the hands of M. G. Jones, clerk, not later than 8 o'clock, P. M., August 6, 1900.

"Carrying coals to New Castle," is no longer a jest, but an actual fact except that the coal from the United States goes to London—instead of to the Northumbrian city—don't you know?

Mr. C. K. Pittman, Old Colony building, Chicago, accompanied by his wife, is sojourning at Hyannisport, Mass. Mr. Pittman, who started on Monday, expects to be away for several weeks.

The recent purchase of Pennsylvania coal for shipment to Cronstadt was followed during the week by the announcement that 4,000 tons of the same cargo is to be sent to Gutujewsky, Russia.

The Milwaukee Coal Club had a most enjoyable outing at Okauchee lake on the St. Paul road last week. The members were the guests of the B. Uhrig Fuel Co., at private grounds called "Thornwood."

The Philadelphia & Reading, announce that their prices on line and city trade for the month of August will be the same f. o. b. cars at breaker as were in effect on July shipment for circular No. 30 of 1900.

A bill is to be introduced at Victoria, B. C., to impose a tax on the output of coal mines and coke ovens. The new premier, James Dunsmuir, who owns the island collieries and ovens, will be greatly affected.

Mr. James H. Higgins, Whitwell, Tenn., has invented a coal auger which possesses many admirable points to recommend it to the attention of mine superintendents where the operations are on a limited scale.

It is estimated that the loss in wages to the miners in the George's Creek Creek region, Maryland, now exceeds \$1,000,000; while the loss to the Pennsylvania and Baltimore & Ohio Railroad is about \$2,500,000.

Mr. Geo. H. Merryweather, of Coxe Bros. & Co., The Rookery, Chicago, returned this week after nearly a month's outing and sojourn in the vicinity of Oconomowoc, Wis. He has acquired a healthy bronze and the vacation has benefited him.

The Tacoma (Wash.) Ledger says: "The demand for coal is so great that even Tacoma, with its two large bunkers, is unable to supply the demand. There are a number of sailing ships in the harbor waiting for coal and a big steam collier waiting for the product of Roslyn mines. The battleship Iowa is filling her bunkers with Roslyn coal."

Mr. W. Z. McClellan, Clinton, Ind., was in Chicago this week, calling upon the coal trade.

Mr. C. L. Thompson, general sales agent, W. L. Scott Co., Erie, Pa., was in Chicago this week in the interests of his company.

Messrs. Trappe and Hoffman, Hamburg, Germany, are seeking connections with prominent coal companies in New York through the German Consul General here, with a view to import steam coal from the United States in considerable quantities.

The McKeesport (Pa.) Herald says: "The reports of a heavy slump in coke prices have been verified. Furnace coke can be bought at \$2 per ton, and even less is hinted at, but producers say that \$2 is the bottom and furnace coke will not go any lower."

A company has been formed at South Fork, Pa., to mine coal to be exported to Germany, where it will be made into coke. The whole of the product of the mine will be exported to certain German coke makers who are anxious to obtain the coal for general coking.

Mr. O. L. Brown, Chester, Neb., was in Chicago this week buying anthracite coal and reports that it will take a four years failure of crops in succession to create hard times in Southern Nebraska, Kansas and Indian Territory, so favored has that region been this season.

Mr. F. A. Brahm, traveling salesman of Coxe Bros. & Co., Chicago, who is on a two weeks' fishing trip in Wisconsin, reports landing one of the largest muskallonge caught on Gull Lake this season. The fish was photographed and a glance will convince any "doubting" Thomas.

The Courtright Coal Co., Columbus, Ohio, sole producers of Mine No. 16 Sunday Creek Coal, in circuit to the trade, quote for August: Lump, \$1.40; Steam lump, \$1.35; Run of mine, \$1.30; Nut, 85; Coarse slack, 40, per net ton f. o. b. mines. "Some say 16 to one, we say 16 to all."

A dispatch from Cleveland, O., says: "The coal rate to the head of the lakes is now 35 cents. Two small vessels were placed at that figure last Saturday, and although large carriers were paid 40 cents, all shippers are offering the reduced rate. The demand for tonnage is light."

Mr. F. T. Gregory, and Miss Nellie Sullivan, were married July 16, 1900. Mr. Gregory, who is in the employ of Coxe Bros. & Co., incorporated, Chicago, is a son of that firm's cashier, Mr. T. J. Gregory, and brother of Mr. Geo. W. Gregory, chief clerk of the Sunday Creek Coal Co., this city.

Mr. Stevens G. Russell, St. Paul, Minn., who has been connected with the Northwestern Fuel Co. for the past twelve years, has found it necessary to resign his position as Northwestern sales agent for that company on account of ill health. As soon as his strength will permit he will go to Colorado for an extended stay.

Prices of coal at San Francisco, which are very high just now, give promise of being much higher, as the result of the war in the Orient. Army transports and naval colliers will take about all the surplus supply from Washington and British Columbia, though the proposed tax on the latter may be prohibitive.

A special cable to the Tribune, Chicago, says: "The English coal corner is causing a boom in Wigan, in the heart of the Lancashire mining region. Exports predict a continued advance in prices. Some mines are stocking their output and refusing good prices. The miners are confident of a speedy advance in wages."

A cablegram from London this week says: "The government is considering the appointment of a royal commission on the question on the future of the naval coal supply. The action is largely due to the increasing production and cheapness of American coal and the diminishing supply of Welsh steam coal, with which warships are furnished."

Mr. A. J. Atwater, general sales agent, Sunday Creek Coal Co., 355 Dearborn Street, Chicago, issues a very attractive card and price lists for August, on a series of four black diamond cards, joined at top with an eyelet. Quotations: Original Sunday Creek No. 10 Hocking, are Domestic lump, \$2.85; Domestic nut, \$2.55; box car, 10 cents per ton additional. Anthracite, \$5.25 grate, and \$5.50 egg, stove and nut. Pardees Lehigh quoted on application—all rail coal. The price list is complete and includes all the best known Western and Eastern bituminous, gas, smokeless, cannel and smithing coals. Dealers should write for one of these lists.

Mr. C. A. Eastman, general sales agent, Zeller, McClellan & Co., Brazil, Ind., producers of Lower Vein Brazil Block was in the "Garden City," this week, and remarked to the writer: "The turn has been made, inquiry for coal is improving and comes from all directions. We are safely out of the dumps or dull period for this season."

Vice-President B. L. Winchell of the Colorado & Southern R. R., Denver, who has returned from a trip over the Cheyenne & Northern R. R. is reported saying: "I expect great things from the iron and coal fields of Southern Wyoming, and the Cheyenne & Northern, from being an almost disused road, it is going to be one of our most valuable lines."

The firm of W. C. Rogers & Co., Cincinnati, Ohio, is now quartered in the Mitchell building. The new company is composed of Mr. W. C. Rogers and Mr. John Brashears, who will engage in the wholesale and retail coal business, handling largely Ohio and Kanawha coals. Both gentlemen are well and favorably known to the coal trade in that section.

The Tom Corwin Coal Co., Wellston, Ohio, has adopted the plan of awarding money prizes to the miners who keep the houses and property they rent in the best condition. These premiums range from \$20 to \$4 and are eagerly contested. If this excellent practice became more common, it would tend to elevate the morals of the mining community generally.

A correspondent at Oakland, Cal., states that the new coal and grain bunkers of Balfour, Guthrie & Co., are nearing completion. The bunkers will have a capacity of 6,000 tons and will be used merely for the quick handling of shipments of either coal or grain. The motive power will be electricity, both for the coal and grain cars and the huge fifty-ton hoist on the traveling platform.

Mr. H. H. Taylor, agent B. Uhrig Fuel Co., 355 Dearborn Street, Chicago, agents for W. L. Scott Co.'s all-rail anthracite, and shippers of Sunday Creek Coal Co.'s No. 10 Hocking, has issued his circular price list for August. The list embraces all the high grades of coal produced in the East and West and includes gas, smokeless, smithing, Indiana block, washed coal and gas house coke.

The British steamship Alabama, which has just cleared from Norfolk, Va., last week with 3,000 tons of coal aboard for the Panama R. R. at Colon, has been an object of special attention and search from the local representatives of the Colombian government, and the assurance of her captain that his cargo contained no arms or ammunition for the insurgents was demanded prior to her sailing.

The Mexican Central Railroad Contract it is reported will not come into the market this year until about October 1, as the company have in past years often experienced trouble in taking in coal during the rainy season, which is on now, by washouts and prefer therefore to delay making a contract until this season of uncertainty is past. They will no doubt buy odd cargoes in the open market until then.

Messrs. Williams & Peters have issued to the trade and their friends an atlas of China, containing maps and descriptive matter pertaining to general conditions and the present crisis in the Celestial Empire. It also gives a concise review of its history, government, religion, people, industries and relation to foreign powers. It is beautifully illustrated and no doubt will be greatly appreciated especially coming at this time.

Samples of Japanese coal have been tested by the war department at Washington, and it is announced that the tests have demonstrated that this coal compares favorably with the product of American mines. Japan being so near Manila, it is probable that the quartermaster's department in China and the Philippines will find it cheaper to use Japanese coal, than to import American so many thousand miles across the Pacific ocean.

Mr. Geo. W. Sandel, manager of the Universal Coal Co., Old Colony building, Chicago, has secured the entire output of the Greenview Coal Co., Greenview, in the Springfield district, Illinois, amounting to 800 tons a day. The tipples and machinery of the mines have been remodeled and the former fitted with shaker screens which will enable the company to furnish the trade the various sizes of coal, the preparation of which will be unexcelled.

A big strike is anticipated in the anthracite region of Pennsylvania. A delegate convention is called for Monday, August 13, at Hazleton, Pa. It is stated that the delegates will represent some 35,000 or 40,000 union miners. The demands to be made are: revision of the dockage system; bi-monthly pay; price of powder, and the recognition of the United Mine Workers' Union. If this latter is made an issue there will be contention at the outset.

The Aberdeen Coal Co., of Pike county, Ind., was incorporated last week with a capital stock of \$25,000. The officers of the company are as follows: President, S. W. Little of Evansville; vice-president, Sol Frank of Petersburg; secretary and treasurer, Cal. Whitman of Winslow; assistant secretary and general manager, Clark Whitman of Petersburg. The company owns some of the best coal land in the county and will soon be doing an immense business.

The bids made by the Jones & Adams Co., to supply the schools at St. Paul, Minn., were accepted by the board and the coal sold will be delivered as per agreement. The general figures are only about five to seven cents below those made at Minneapolis. In regard to a statement made by another trade paper, that this firm was 99 cents below the next bidder, that is an error. The differences are 48 cents on Youghiogeny, 22 cents on New River, and 2 cents on anthracite.

Mr. W. L. Schmick, general sales agent, the Consolidated Coal Co., St. Louis, Mo., according to Colorado papers has been spending some time in that state in the vicinity of Colorado springs. From what is stated it would appear that he was not idle while in the far West, having discovered a fine vein of Kidney cannel coal. The vein as located was well up the back of the peak and is supposed to be of the new smokeless variety. Some prominent people in Detroit, Mich., are much interested in the discovery.

The Lehigh & Wilkesbarre Coal Co., of New York, certainly can lay claim to the championship for long distance all-rail shipment of anthracite coal. They shipped during the week six hundred tons of coal from their Honeybrook mine to Sacramento, California, all-rail via Cincinnati and New Orleans. This went forward in one train load and is the first shipment of its kind ever made, coal to the Pacific Coast usually going around the Horn by boat. They also sent at the same time a cargo of 3,000 tons by vessel around the Cape.

The departure last week of the S. S. Bosnia from Philadelphia with a cargo of 9,000 tons of soft coal consigned to Hong-Kong, China, by the Berwind-White Coal Mining Co., was an event of unusual importance in the bituminous coal trade, being the first commercial shipment of coal ever made from that port to the Orient. This is regarded as the opening wedge to a class of export business offering almost unlimited possibilities. Hitherto Cardiff and Japanese coal has supplied most of the fuel for steam purposes in the far East.

It is reported at Chihuahua, Mex., that A. E. Stillwell, president of the Kansas City, Mexico & Orient Railway Co., and associates have acquired the extensive coal fields that are situated about fifty miles east of that city. These coal fields cover an area of about 600,000 acres. Tests show that the coal is of good coking quality and that the vein is thick and easily mined. The development of these mines has been retarded by the lack of transportation facilities, but this difficulty is to be remedied by the building of the new railroad, which Mr. Stillwell is promoting through the property.

The Flemington Coal & Coke Co., New York, in its annual report states that the output has been increased from an average of 600 tons per working day to 1,000 tons. When the new buildings are completed and other mining improvements finished, the output will be increased to 1,500 tons a day. President Simpson also announces that there is a completed trolley system at the mines capable of transporting 4,000 tons of coal a day. He announces that all encumbrances and liens against the property have been paid except the bonded indebtedness and the ordinary current expenses.

It is estimated that within the last ten days upwards of 40,000 tons of New River coal was exported from Newport News, Va., for use in foreign countries. The Chesapeake & Ohio Railway has in sight, under contract, ten big steamships, all of which will take large cargoes of coal for foreign consumption in mills, and railroads or aboard warships. The British steamship Chumleigh will sail for Alexandria, Egypt, with 6,200 tons, the largest foreign cargo of coal ever shipped out of Virginia Capes. Other ships will follow in short order for various European ports, some going as far as China.

A train of twenty-six steel cars loaded with coke were recently shipped over the Baltimore & Ohio Railroad to Sparrow's Point, Md. The coke was made at the Lemont works of the H. C. Frick Coke Co., says the Connellsville Courier, and is said to have been the finest ever burned in the Connellsville region. It was destined for Germany, being the first imported there by the Frick Co. for some time, and it was also one of the largest consignments ever shipped abroad. Each car was loaded in exactly the same manner, the weights corresponding very closely. Every forkful of this consignment is clear and silvery. It had been thoroughly burned and will cause wonder among the German dealers to whom it was shipped. The order was a special one and brought a good price, something above the quoted prices ruling the coke market in the United States.

The coal, iron and steel industries in the Southern States are apparently willing to discount the general election in the fall and go right ahead with their projects for mining and manufacturing, etc. Last week about 40,000 tons of iron was placed for export. Operations in mining both coal and iron continue active and spur railroad tracks are constantly being built to mines where prospects invite. The Sloss Brothers have opened a new mine in Talladega county, Ala., rich in metallic iron, and said to be one of the richest mines in the district. The Empire Coal & Coke Co., with headquarters at Newcastle, Ala., will develop coal mines and build coke ovens, and the Jenifer Furnace Co.'s recent increase in capital was for the purpose of building a battery of coke ovens with other improvements. In Tennessee and Kentucky similar improvements are being made to mining plants already in operation or projected.

Ten years ago the idea that British railways and factories would become dependent in even a partial degree upon coal supplies from this side of the Atlantic, would have been received with derisive incredulity in the United Kingdom. But in this case, as in many others, the unexpected has happened, and the forthcoming shipment of a 4,000 ton cargo of coal from Philadelphia to England promises to mark the beginning of a new era in the development and transportation of the world's coal supply. Modern industry has an inexhaustible appetite for the black fuel from the bowels of the earth and the European magazines of coal are showing distinct signs of impoverishment. The late editor of THE BLACK DIAMOND, Mr. H. A. Bischoff, was an enthusiast in regard to the possibilities of the export business to be done in American coal, and many of his friends will now perceive that his predictions—then smiled at, have been realized.

Special correspondence from London, England, shows that the second half of the commercial year has opened with decidedly lowering prospects, in striking contrast with the situation a year ago. Within twelve months coal has come to dominate the whole situation and to press like a dead weight on all British markets. Indeed, the markets are overshadowed by the immense production in America, which seems destined to crush—for a time, at least—both British and Continental producers of iron, steel and coal. "The hopelessness of the position is that it is impossible for British producers to meet the foreign competition so long as coal remains at the present high prices. A year ago, steel for various purposes was shipped from England to the United States, but now the American product is coming over here at far less prices than our producers can make it." This evidently demonstrates that there can be no relief across the water for our English cousins until coal is restored to its proper level in that country.

The question of the coal supply is still much discussed in England. In an address before the Victoria Institute, Prof. Edward Hill considered it in a new and important way. He said that the real question of the duration of the supply does not refer to the exhaustion of the coal fields, as there may be inexhaustible veins at a great depth. But the practical exhaustion may be reached when, owing to increased depth and expense of mining, to actual diminution of supply and other causes, the cost of coal will tend to become prohibitive, and English manufacturing industries will be heavily weighted as compared with other countries, such as America, where coal is more abundant and of easy access. Since the last inquiry made by a royal commission thirty years ago, the output of British coal has doubled. Professor Hill favors an export duty, pointing out that last year about 40,000,000 tons, or one fifth of the British coal production, was exported, and he advocates a duty of five shillings, \$1.20 a ton. English statesmen and economists realize that it is only the question of a few generations when the matter of the coal supply will be vital. It is stated another royal commission is to be appointed.

On Monday afternoon a party composed of members of the River Improvement Association, the Drainage Canal, representatives of the coal trade having dock interests, vesselmen and elevator companies convoyed Major J. H. Willard, U. S. Engineers, over the South branch of the Chicago river on the tug Morford and discussed with him schemes for two winding basins which are much needed to aid large boats. Land, coal docks and elevators will in the course of time—inside of three years—have to be condemned and buildings razed to straighten the river and Major Willard stated that he was very much in sympathy with the proposed improvements. The party included the following persons: Major Willard, U. S. Engineers; George Merryweather, Geo. E. Adams, L. O. Goddard, Murry Nelson, Jas. B. Galloway, G. G. Tunell, J. S. and R. J. Dunham, members River Improvement Association; J. G. Keith, Lake Carriers' Association; T. T. Morford, Henry B. Ford, George Williams, James Mowatt, J. R. Sinclair, J. A. Calbick, J. F. Moore, W. F. Higgin, for the marine interests; George J. Brine, George Marcy, representing elevators; C. L. Dering, J. H. Brown, J. B. Brown, William M. Connery, Norman S. Birkland, Chas. Leland and Chas. B. Cone, representing the coal interests; John Spry, lumber; William Boldenweck and Isham Randolph, Sanitary District. The trip was satisfactory from the standpoint of improvements contemplated.

ASSOCIATION NOTES.

Wholesale and Retail Coal Dealers' Association of Ohio.....722

NEW MEMBERS.

JAMES OGG, Carey, Ohio.	C. A. NORTON, Mentor, O.
SUNDAYS, REIDENBACH & CO., Linesville, Pa.	CHICAGO, WILMINGTON & VERMILION CO., Chicago, Ill.
NO. MUELLER, Lockland, Ohio.	H. PRIESSMAN, Wyoming, Ohio.
H. GILBERT, Lockland, Ohio.	W. L. COMER, Reading, Ohio.
WADE, Lockland, Ohio.	KOEHL BROS., Reading, Ohio.
E. LINKMYER, Sharonville, Ohio.	H. WUNKER & SON, Carthage, Ohio.
B. NEWELL & CO., Chicago, Ill.	FRANK RUTTERER, College Hill, Ohio.
C. LEWIS, Edgerton, Ohio.	C. W. ANDERSON & SON, Geneva, Ohio.
H. WINDER, Dayton, Ohio.	I. G. TOLERTON & SON, Alliance, Ohio.
J. Wess & SONS, Winton Place, Ohio.	E. L. BENEDICT, Wellington, Ohio.
P. GOETSCHUS, Ottawa, Ohio.	KECK & CO, Bryan, Ohio.
W. McMILLEN & BRO., Ohio City, Ohio.	GEO. E. GRANT, Cygnet, Ohio.
K. ORCHARD, Bedford, Ohio.	THE WEST ALEXANDRIA LBR. CO. West Alexandria, Ohio.
YNCH & DARLINGTON, Springfield, O.	GENSEL & SMITH, Malinta, Ohio.
SCHONCK, Liberty, Ohio.	LEWIS D. BOYNTON, Elyria, Ohio.
H. HODGE & CO., Catawba, Ohio.	HARRISON BROS., Wauseon, Ohio.
WALKER & KELL, Lexington, Ohio.	

Total - - - 755

Coal Dealers' Association of Iowa and Nebraska.....613

Mid-State Wholesale and Retail Coal Dealers' Association.....393

The Michigan and Indiana Retail Coal Association.....349

Retail Coal Dealers' Association of Illinois and Wisconsin.....760

ANNOUNCEMENT.

The C & O Coal & Coke Co. beg us to make the following announcement. "To the Trade: We beg to announce that, for reasons connected with the export trade, the legal title of this company has been amended to the C. & O. Coal & Coke Co." This change of name will in no way alter the policy or management of the company, nor does it have any effect whatever upon existing contracts or bills payable or receivable. It is a change in name only. Requesting a continuance of your valuable patronage, we are,

Yours very truly,

Signed, C. & O. COAL & COKE CO.

M. O. BROOKS, Gen'l Manager."

STRENGTH OF COAL.

The following appears in "Mines and Minerals" for August, 1900, and if applicable to anthracite why not equally so to bituminous coal?

"A committee of the Scranton Engineers' Club is preparing for a series of tests to determine the compressive strength of anthracite coal.

"At a recent meeting of the Scranton Engineers' club, William Griffith of Scranton reported the result of a few test which he had made. These preliminary experiments indicate that different seams in the same colliery have different compressive strengths, and if this be the case, the present practice of laying out the pillars without respect to the compressive strength of the coal might be changed with great advantage to the operator in saving disastrous and expensive results. Such information would also afford a means of determining where larger pillars are necessary, where smaller one could be used with safety, and whether any part of a mine is likely to cave or squeeze. etc.

"These preliminary tests and Mr. Griffith's suggestions so impressed the Scranton Engineers' Club that a committee has been appointed to investigate this subject. The Dickson Manufacturing Co. has extended the privilege of using its testing machines, and the authorities in charge of the testing laboratories at Cornell University and the Pennsylvania State College have offered to test free of charge any specimens that may be sent them. The value of the results obtained by these tests will depend largely upon the number of samples which it is possible to procure and the extent of the territory from which these samples are obtained.

"Circulars have been mailed to the superintendent of every mine in the Lackawanna and Wyoming valleys as given in the last report of the Bureau of Mines, asking them to send sets of specimens of coal to William Griffith, Coal Exchange, Scranton, Pa.; one set to Professor R. C. Carpenter, professor of experimental engineering, Cornell University, Ithaca, N. Y.; one set to Professor Louis E. Reber, Pennsylvania State College, State College, Pa.

"These specimens should be prepared as follows: (1) One specimen should be exactly cubed and should be 2 inches on the side. (2) A piece of the same coal, 2 by 2 inches square and 4 inches high. (3) A piece of the same coal, 2 by 2 inches square and 1 inch high. If only one sample can be furnished the cube is preferred. The base of the sample should be parallel to the bedding plane of the coal. Each set of the specimens should be of the same quality, and, if possible, sawed out of one large lump. A report of these tests will be furnished to all who assist in any way in carrying out the tests."

B. A. Jenkins is reopening a coal mine in Big Mountain at Oliver Springs, Tenn. The company operating it will be known as the Cumminsville Coal and Coke Co., with headquarters in Knoxville. The parties interested with Mr. Jenkins live in West Virginia. The property has been in the course of development for the past thirty days.

THE ILLINOIS COAL OPERATORS' ASSOCIATION.

This association is the first voluntary organization of men in America engaged in coal operations on a large scale to attempt to prevent friction and to settle disputes with its employes, by submitting its difference to a commissioner of its own choice, whose business is to take them up with the representatives of the officials of the Mine Workers' Union, and to settle them upon their merits solely.

This enlargement of the scope of the work of the association by the establishment of a commission, has much to commend it both to operators and miners, as it will cause both to respect the obligations imposed upon them by the agreement entered into in January, 1900. The election of Mr. H. Justi to the commissionership, is not only an advanced step in the labor problem, as represented by the coal interests of the operators of the state, but it will also have the effect of making smoother sailing for both parties—mine owners and miners.

In a prospectus issued by Commissioner Justi, he very pertinently says: "It is confidently believed that this Commission, devoted exclusively to this particular work, and becoming with each successive experience more and more proficient, can and will settle differences and disputes between operators and miners more speedily, more satisfactorily and with greater fairness than is possible in the very nature of things by the busy employer engrossed in the ordinary cares of his business. The average business man engaged in coal mining has enough on his hands in the producing, financial, and selling ends of his enterprise without acting as his own representative in settling labor differences or disputes. Just as coal mining is a business in itself, so also is the settlement of vexed labor questions, and if the Commission succeeds in relieving the operator of those cares which it now proposes to assume, it is hoped to render the coal operators' occupation both pleasanter and more profitable. To go a little further, it is safe to aver that both operator and miner being so directly and selfishly interested in the point of dispute, they are poorly qualified to sit in judgment or to act as counselor in their own case."

Furthermore, the ground has been well taken in what follows: "There are elements in an industrial controversy which appeal too strongly to personal interests to allow the parties themselves to look upon the question submitted broadly and philosophically. The Commission, therefore, does not promise to always settle questions in dispute just precisely as the operator may seem to wish or expect, but it will use its best intelligence, supported by ever increasing experience, to settle them fairly, and unless they are thus settled rancor grows, and sooner or later there will be an outburst, the consequences of which will be more costly a hundred fold than any advantage can amount to that has been obtained by cunning and stratagem on the one hand, or brute force on the other.

"The Commission's chief aim will be to render coal mining in Illinois more profitable and less perplexing and annoying by constantly observing two vital points, viz:

"(1) That in entering into annual interstate, state and district agreements or contracts with the Mine Workers' Union, these agreements or contracts shall be made in writing—nothing left to conjecture or memory—and couched in language so plain that the simplest mind may grasp their full meaning.

"(2) That when such contracts or agreements are finally made, the Commission will seek to enforce their letter and spirit upon miner and operator alike. In this endeavor it is safe to assume that the officials of the Mine Workers' Union can be relied upon to co-operate, for in no other way can agreements or contracts be of any value, and when these contracts or agreements cease to mean anything, the relations of the Illinois Coal Operators' Association and the Mine Workers' Union must, in the very nature of things, terminate."

Mr. Justi, in reference to what he has so far been accomplished, says: "Since the present Commission was established, many differences or disputes, varying in degree and kind, have been referred to it by coal operators, the majority of which have already been settled in a manner we believe satisfactory to both operators and miners. While the Commission is in the service of and represents the Operators, it is not in that gross partisan spirit which is blind to the rights of other interests than their own."

He also says: "The coal operators of Illinois have it in their power to correct every abuse of which they complain. This is not possible in a day, nor is it to be expected if they meet every well meant suggestion with a sneer. It will require steadily improved organization, a growing knowledge of conditions in every field and at every mine, and the cultivation of friendlier relations with each other and with the large army of men with which they meet day after day, year in and year out."

The observations of the Commissioner in his first letter to the coal operators of Illinois, June 1, 1900, serves as a fitting conclusion, as follows: "The great need of our times is to have all elements having a common interest to subserve firmly united, and this can be the sooner done by forgetting past grievances and waiving all minor differences. The sooner the coal operators of Illinois then are one in aim and action, as they are surely one in interest, the sooner will they be enabled to successfully resist every unjust demand upon them."

The success of the Mine Workers' Union depends upon the loyalty of the miners to the officials of their organization, so also are the interests of the coal operators of Illinois to be profitably subserved by hearty co-operation with their commissioner, hence every coal mine owner in Illinois should belong to the association.

A Norfolk, Va., correspondent writes: "There is now loading with coal at Lambert's Point steamers for Genoa, Italy; Trieste, Austria; Colon, Colombia, and Coatzacoalcos, Mexico, besides many coasters. The export trade grows by leaps and bounds, and the whole world almost, draws upon the Pocahontas coal field for some of its fuel."

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

J. Krebsback, Adams, Minn., has sold his coal interests in that town to A. Bertram.

Geo. Buckner has purchased the coal business of George Wauch, Livingston, N. Y.

C. T. Putman, of Hoopston, Ill., has sold his coal business to the Hoopston Lbr. Co.

The South Lorain Coal Co., Lorain, Ohio, will supply the city with coal for one year.

M. C. Golden, Taunton, Mass., is president of the recently organized Peoples' Coal Co.

H. B. Perkins & Son have purchased the retail coal business of J. N. James, St. Joseph, Mo.

The Heddles Lumber Co. have purchased the retail coal yard of Abraham Severson, Stoughton, Wis.

The Rosbrook & King Coal & Wood Co., East Hartford, has been recently incorporated with a capital stock of \$2,500.

Wm. T. Ryan will establish a wholesale and retail coal business in Toledo, Ohio, in a few weeks. The Pennsylvania Railroad is building a side track into Mr. Ryan's new yard.

Martin & Hill have bought the coal, lumber and grain business of A. G. Hardell, Dousman, Wis.; and as O. H. Neff has discontinued selling coal, the first named are the sole representatives of the coal trade in that town.

Joseph Zoch is erecting a large coal shed at Michigan City, Ind., the Monon road is now constructing a sidetrack leading from the main track to the site of the new coal shed. Twenty-five cars of coal are on track ready to be placed in the new building.

Another business change took place in Bellevue, Ohio, when Riley & Tracey, the retail coal dealers dissolved partnership, Mr. Tracey retiring from the firm. His interest was purchased by Timothy Riley, who with his brother Michael, will continue the business at the old stand.

The new coal firm of W. C. Rogers & Co., Cincinnati, will be quartered in the Mitchell building and began business in the coal market July 23rd. The firm is composed of W. C. Rogers, who has been in the business for some years, and John Brashears, of the Consolidated Coal & Mining Co. The firm will be in the wholesale and retail business and will handle largely Ohio and Kanawha coals. Yards for the delivery of coal at retail will be located at several points in the city.

Reuben Elwood, who for many years has conducted a coal yard in Fort Plain, N. Y., and was supposed to be one of the most substantial business men of that village, has met with reverses and has filed a petition in bankruptcy in the United States district court. His liabilities are estimated at \$26,226.69, consisting of unsecured claims and accommodation paper. Among the creditors are Millspaugh & Green, Utica, \$1,140; Holden & Sons, Utica, \$769; Herkimer County National bank, Little Falls, two judgments, aggregating \$5,521.40; the First National bank of St. Johnsville, \$2,554.35; the Fort Plain National bank, two notes, aggregating \$1,120. Mr. Elwood's assets are \$250, claimed to be exempt.—The Johnston Republican, N. Y., July 26, 1900.

A New Bedford, Mass., correspondent writes: "At the last meeting of the city council committee on fuel, bids for furnishing the city with fuel for the ensuing year were opened. They were as follows: Denison Bros. Co., Buckmountain, Scranton, \$5.59; Lehigh egg, Hazleton, \$5.57; Lehigh broken, \$5.57. Garfield & Proctor, Pocahontas, \$4.95. David Duff & Son, Buckmountain, \$5.55, Lehigh egg, \$5.55; White ash egg, \$5.55. F. T. Akin & Co., Buckmountain, \$5.60; Lehigh egg, \$5.55; Lehigh broken, \$5.55; Pocahontas, \$5.15. A. W. Holmes, Buckmountain egg, \$5.50; Lehigh egg, \$5.50; Lehigh broken, \$5.50. It was voted to award the contract for Pocahontas coal to Garfield & Proctor, and the contract for Buckmountain and Lehigh to A. W. Holmes."

A Mansfield, Ohio, correspondent writes under date of July 25: "A special meeting of the board of education was held Tuesday evening at the high school building with thirteen members present. The object of the meeting was to consider the matter of the coal contract for the ensuing year. A resolution was presented by Mr. Cotter that the action of the board at the previous meeting in awarding the coal contract of the schools to Oberlin & Lentzy be rescinded. This was discussed at some length. The point was taken that the contract had not been let according to law, as it had not been advertised thirty days before the bids were received. It appears that the dealers were notified and bids submitted.

"About 1,000 tons of coal are used at the various buildings during the winter and the contract amounts to about \$3,350. The law requires that contracts involving over \$1,500 must be advertised for thirty days. At the meeting of the board a few weeks ago the contract for supplying the coal for the different buildings was let to the lowest bidders, Oberlin & Lentzy, at \$3.33 per ton for Massillon coal and \$3.50 per ton for Jackson coal. Mr. Cotter's resolution to rescind the action of the board in letting the contract was lost by a vote of 9 to 4."

WESTERN COAL AND COKE NOTES.

Last week about 250 miners at shaft No. 1, of the J. H. Durkee Coal Co., Weir City, Kan., went on strike for some trivial cause, and have been out a week.

The output of coal in Michigan in 1899 was 624,700 tons against 315,242 tons in 1898, an increase of 98 per cent. This was the product of twenty-three mines.

The Saginaw (Mich.) Courier says: "About 150 tons of coal are daily being taken out of the Northern Coal & Transportation Co.'s mine at Jamestown, near Saginaw."

Red Oak, Iowa, will soon be producing coal. A shaft is being sunk there and it is expected to be completed this month. R. B. Hall is superintendent and P. F. Stonehouse is helping him.

A correspondent at Helena, Mont., writes: "Reports from the new coal discoveries in the West Gallatin basin, in Montana, are to the effect that the coal found there is the best quality of any discovered in the state."

James W. Sanford, Chamberlain, S. D., has been awarded the contract for furnishing the coal for Lower Brule, Crow Creek Agency, and the Chamberlain Indian school. The contracts call for about 850 tons, or about 50 carloads.

It is rumored that Mr. L. Z. Leiter, the Chicago capitalist, will become interested in the coal discovered in the West Gallatin basin near Bigman, Mont., provided comprehensive tests prove that it will make coke suitable for smelting purposes.

At Dresser, near Covington, Ind., Charles Creuel and Jacob Wells have opened a mine on the property of Mrs. Mary Williams. It is claimed to be the best coal in the Wabash valley, as there are no clinkers and but little ash after it is consumed.

At Blakesburg, near Ottumwa, Iowa, some parties are again taking option on coal lands. The Courier says: "The coal is here as has been already demonstrated by the drill. Our coal will be of more worth to us than an interest in a gold mine in Alaska."

M. M. Cook, of Dickey county, North Dakota, was digging a well, and discovered a good quality of lignite coal. As there are no coal mines in that part of the state it is "well" for him. It is said the land will be tested and if satisfactory the coal will be developed.

The Moravia (Iowa) Tribune says: "The Whitebreast Fuel Co. have given notice to Thomas Baldwin and son, of Selection, that they would take the coal under 160 acres of their land, also have taken the Herington land, just east of Hilton. They will commence sinking a shaft."

The Des Moines Leader says: that some of the Iowa coal producing companies are not in accord with the railroads as regards a delivered price for coal. The railroads want their fuel for \$1.50@1.55, but the operators insist that \$1.65 is as low as they can sell it and come out even. At present there is a deadlock.

A correspondent at Cheyenne, Wyo., writes that State Coal Mine Inspector Noah Young, was in Aladdin, just northeast of Sundance, to personally superintend the work of fighting a fire in the coal mines there. The fire has been smoldering for some time. Mr. Young denies the report from New Castle that the supply of coal in the mines at Cambria is running short. In his opinion there is sufficient coal to run the mines for many years to come.

According to the Danville (Ill.) Commercial: "The Kellyville Coal Co.'s mine No. 3 broke a record last Saturday in the matter of getting out coal. No special effort was made to break any record, but when the accounts were made up for the day it was found that 2,180 tons had been taken out and placed on the cars, seventy-two cars being required to hold the coal—an average of 30½ tons on each car. This is the most coal ever taken out in a day by any one mine in the Danville district."

The Black Diamond Coal Co. is making extensive improvements at its mines south of Springfield, Ill. A new engine is being installed which will increase the capacity of the company by several hundred tons a day. The engine which is now in course of installation will raise 1,400 tons of coal a day, whereas the present one will handle not quite 1,000. This improvement may require an extra boiler. In the mine several improvements are being made to expediate the hauling of coal to the bottom of the shaft. Everything is being put into thorough repair for winter business. Our correspondent says: "The mining industry in this country is in excellent condition considering the time of the year."

The Robert Gage Coal Co., Saginaw, Mich., is a new corporation with \$80,000 capital stock of which \$60,000 is paid in. The officers of the company are as follows: President, Robert Gage, of Jackson; vice-president and general manager, Charles Coryel, of Bay City; treasurer, Frank W. Urch, Jackson; secretary, E. J. Vance, Bay City. The officers, with W. A. Knapp, of West Bay City, compose the board of directors. The company has control of 2,000 acres of land near St. Charles, Saginaw county, underlaid with a 4½-foot vein of coal at a depth of 180 feet. The shaft is nearly down to the coal and will be completed about August 15. A spur from the Michigan Central will be built as soon as mining commences.

At a meeting of stockholders of the Indiana, Illinois & Iowa Road at St. Louis, the directors were authorized to issue \$12,000,000 of bonds at 5 per cent interest for the purchase of new road and improvements. The revenue from the bonds will be used to pay for thirty-five miles of road from Streator, Ill. to a point in Putnam county on the south bank of the Illinois River. The line includes a steel bridge across the Vermilion River near Streator. A bridge across the Illinois River connects the line with the Streator & Clinton Road, a new line built with the object of connecting the Indiana, Illinois & Iowa with the Burlington & Northwestern. The company expects the new extension to enable it to obtain a large coal traffic. The company has bought ten new locomotives and other equipment for use on the new line.

WHERE FUEL IS STORED NEAR CHINA.

The following extract from the last report of the chief of the Bureau of Equipment, Navy department, will be of interest during the present crisis in the Orient: "It may be stated without fear of contradiction that at present it would be impossible for a United States fleet to carry on active operations during a war anywhere about the coast of Europe, Africa, a large portion of Asia or South America, for want of coal."

The following is a list of places where coal is stored and the amount: about 10,000 tons is in stock at Guam at all times; Manila, 25,000 tons; Guam, 10,000; Honolulu, 25,000; Pago-Pago, 10,000; San Francisco, 5,000, and Bremerton, Puget Sound, 25,000. This is not to large a tonnage, or in the Pacific are the warships of many nations besides American, and all these will need a supply of fuel. It can only come from this country, either from the Atlantic or Pacific Coast, and thus is another source of profit opened up to the producers of soft coal in this country. It was fortunate that the steamer Needles recently landed 6,000 tons of West Virginia coal at Nagasaki. The Ataka, with 6,000 is on the way to Taku, and the Cæsar has gone to the Pacific in the last week with 4,000 tons.

"At Vladavostock there is always an ample supply of Sigha'in coal, worth \$7.50 a ton. It is delivered by large iron lighters, by Koreans, who can handle eleven tons an hour. The Foo is put down as one of the principal coaling stations, where can be had usually a fair supply of Australian, Japanese or Cardiff, worth from \$8 to \$16 a ton. It is delivered by lighters at 150 tons a day, and foreign men of war usually buy Australian or Cardiff. At Yokohama native coal, worth \$6 a ton, can be lightered at the rate of 200 tons a day. The coal comes from Nagasaki. At Nagasaki there are a dozen grades of Japanese coal to be had, ranging from \$3.25 to \$6.50, according to quality.

"At Hong-Kong there is usually a supply of Welsh coal costing \$18 a ton, Japanese at \$8 and Australian at \$10. It is all delivered to the vessels by lighters, and not over twenty tons an hour can be reckoned on.

"It is because American coal is of superior quality to that found in Japan, that supplies are sent from this country, notably from Hampton Roads. When the Oregon made her flying trip two years ago she found a chance for speeding when she struck a port where some American coal could be had.

"Out in the country of the Boxer, between Taku and Peking, fuel is exceedingly scarce, there being no wood to speak of, while a small amount of coal is imported on camels from the north. It is ground and mixed with clay to make it burn slowly. Therefore, it is that samples of Japanese coal have

been received at Washington, D. C., for test, with a view to ascertaining its suitability for the purpose of the quartermaster's department in China. This coal might be used in stoves in the Sibley tents, for it must be remembered that the seat of war in China is on the same latitude as New York or Chicago and cold weather is had there as well as here. Therefore, provision must be made for the comfort of the soldiers if the campaign lasts into winter.

"Tien-Tsin is a coaling station in time of peace, and a large supply of native Chinese coal is brought from Kai-Ping, ninety-four miles distant, by railroad. About four thousand tons is usually on hand and its cost is from \$3.10 to \$4.70 a ton."

COAL IN ALGERIA.

While statisticians, economists and others are discussing the shortage of coal in European countries, due to this or that cause, it may be well to note that the London Daily mail calls attention to recent discoveries of coal in various parts of Algeria. Lignite has also been discovered. The quality of the coal found in Algeria cannot be compared to the Welsh product, but, says our contemporary, it is not inferior to some Scotch coals. If it can be extracted in sufficiently large quantities, there is no doubt that most of the works, etc., which at present use Scotch coal will in future exclusively patronize the Algerian mines, as it can naturally be supplied at a much lower figure. The greatest disadvantages that Algerian mine owners have to contend with is the difficulty of transport, but several lines are shortly to be commenced, which will open up the country and result in a great many mines being worked which at present are lying idle. Labor is very cheap, as hordes of Moors and Kabyles wander all over the country in search of work, and, as a rule, water is plentiful. Algeria has certainly a great future before it as a mineral-producing country, and if the colonists and capitalists would only recognize the fact that it would pay them much better to invest their capital in the country than in French securities Algeria would soon rise to the position of a paying colony, which it certainly is not at present.—Bradstreets.

The Pittsburg Coal Co., Pittsburg, Pa., has placed an order with the Youngstown Car Manufacturing Co., Youngstown, Ohio, for 100 coal cars. This company with its present extensive equipment of about 4,000 cars, is short of requirements and keeps the railroads busy placing cars for it during the present rush of coal shipments for the lake as well as its growing Eastern trade.

**DELAWARE, LACKAWANNA & WESTERN R. R. CO.
COAL DEPARTMENT.**

MINERS AND SHIPPERS OF

SCRANTON COAL

S. C. SCHENCK, Agent.

**Shipments "All Rail," and from yards and docks at
Chicago and Toledo.**

**When you buy "Scranton"
be sure you get the gen-
uine D. L. & W. Scranton.**

**C. L. DERING,
Manager, Chicago Office,
215 Dearborn Street.**

**The St. Louis and
Big Muddy Coal Co.**

**PRINCIPAL OFFICE:
CARBONDALE, ILL.**



**MINES NEAR
CARTERVILLE,
Williamson County,
ILL.**

**CAPACITY
2,500
TONS
DAILY.**

**HURRICANE
COAL**

**SOLE
PROPRIETORS
HURRICANE
COAL.**

TRADE MARK.

A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

The Columbus (Ohio) Dispatch says: "Trouble is brewing among the miners in the Jackson county coal district."

The clerk of Youngstown township, Youngstown, Ohio, will receive proposals for coal to the school's until noon, Aug. 11, 1905.

At Windber, Somerset county, Pa., the new mines of the Berwind-White Co., Philadelphia, turn out 10,000 tons of soft coal daily.

The Shamokin Coal Co., operators of the Natalie colliery, Shenandoah, will run a free excursion for its 1,000 employes and families to Lakeside park, August 15.

Last week a fire destroyed the tippie and engine house, together with a large quantity of coal, of the Mt. Oliver Coal & Stone Co., Lower St. Clair township, near Pittsburgh.

The power plant and equipment of the Otto Coke Co., Hamilton, Ohio, will be supplied by the McIlvane & Spiegel Boiler & Tank Co., Cincinnati. The value of the contract is \$40,000.

More land has been purchased by the Susquehanna Coal Co., at Halifax, Pa., on the line of the Pennsylvania Railroad, where it proposes to have an immense storage plant for anthracite.

The machines in the nine mines at the new coal town of Bakertown, near Spangler, Pa., belonging to ex-Governor D. H. Hastings, are operated by compressed air from one central plant.

It is reported that Nos. 1 and 2 collieries of Jermyn & Co., at Old Forge, near Scranton, Pa., which have been shut down for the greater part of the time since the first of the year on account of strikes, resumed operations this week.

The Eureka Fuel Co. has 128 ovens in operation in the Klondike district at the Leckrone plant. It also has in course of construction there 270 additional ovens. An excellent grade of coke is being made at the new ovens near Uniontown, Pa.

Navarre, near Masillon, Ohio, is to get a new coal mine in the near future. The location has not been made public as yet, but the workmen are to break ground by September 1st. It is to be a large one and up to date in all mine equipments.

Oscar Marquett, of the Marquett Coal Co., New Cumberland, near Toronto, Ohio, has leased 75 acres of coal land on Yellow Creek, between Hammondsville and the Ohio river on the C. & P., and will proceed to develop the five-foot vein.

The new wage scale demanded by the striking miners of the Delaware & Hudson Co., at Scranton, Pa., is as follows: Runners, \$1.61 per day, an increase of 10 cents; first class drivers, \$1.35, an increase of 10 cents; second class drivers, \$1.15 per day, (their former pay was 97 cents and \$1.05); door boys, 87 cents per day, an increase of 30 cents. This scale was submitted to Supt. Rose and he declined to endorse it. Some 5000 men are affected. The "D. & H." as a whole employes some 12,000 men in all.

The Jefferson & Clearfield Coal & Iron Co., has declared a dividend of 2½ per cent on its preferred stock, payable August 15, to stock of record August 6. A dividend of 2 per cent has also been declared on the common stock, payable August 15.

A correspondent at Altoona, Pa., says: "A new vein of fine grade of steam coal has been found at Ashville, Cambria county, and is being opened up for use. It is one of the largest in this section, measuring four feet ten inches in thickness. Work has been commenced on the shaft."

Ground has been broken for a mammoth breaker at the new Lytle shaft, Primrose, near Ashland, Pa. A large force of men is engaged in the work of excavation. It is said that the breaker will be one of the largest in the anthracite region, and equipped with the latest modern appliances.

Coke prices follow in the wake of pig iron and finished steel products. Wages, however, remain the same, and the cokers of the Connellsville region have reason to congratulate themselves upon their sensible refusal to indulge in the folly of a strike at the instance of a few irresponsible agitators.

The Frick Coke Co. is making many improvements in its mines throughout the Connellsville region. An endless rope fully one and three-fourths miles long is being placed in the mines at Calumet. They have been working on this for several months and it will probably be completed within two months.

The Leader of Vinton, Ohio, says: "During the past month Mr. White Jacobs, who lives south of town, has been leasing land in the Eagle neighborhood until now he has a block of 750 acres under option for six months. He is now testing the land with a core drill, should coal be found, as expected, a shaft will be sunk at once."

The Howe Steam Dryer, an invention of Mr. T. B. Howe, of Greengarden, near Scanton, Pa., was tested and exhibited to a number of coal operators at the Columbus colliery last week. The dryer is used for the drying of culm, and the test proved it to be a complete success in its particular line. The dryer, it is claimed, will clean and screen culm at a great saving. It is used instead of a washery it would save about thirty tons of culm, which is now washed away. It would also save the cost of water used in the washery. The installation of six dryers, which would have the capacity of an ordinary washery, would cost about \$8,000, while the cost of a washery would be about \$20,000.

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SOUTHERN COAL AND COKE NOTES.

The Western Coal and Mining Co. has sunk another shaft at Denning, Ark.

Newport News, Va., is now handling enormous quantities of New River coal for export.

Dryden & Wells, at Mayfield, Ky., are erecting coal elevators and adding other handling facilities; elevators will probably be operated by steam.

J. E. Lonson has organized the London Coal & Mining Co., at Alena, Ark., capital \$50,000, to develop 3,000 acres. Later coke ovens will be erected.

At Leeds, Ala., the Tennessee Coal, Iron & Railroad Co. has taken charge of the McNamara mines and is operating them itself on an enlarged scale, increasing the output considerably.

Announcement was made last week that the wholesale price of soft coal at Knoxville, Tenn., is to advance ten cents per ton in effect Aug. 1, the price at retail will not be affected until September.

General manager J. E. Rodes, of the Cumberland Coal & Coke Co., Nashville, has been authorized to open another mine on the new line of the Tennessee Central R. R. to have an output of 500 to 1000 tons daily.

The Standard Coal Mining Co., and the Central Coal Mining Co., both of Strawn, Texas, are preparing to sink shafts to the three-foot vein of coal underlying that district. The plants will be within a mile or so of the Texas & Pacific R. R.

Several veins of good coal have been located in Garfield county, near Enid, Okla., during the past week, and at a mass meeting a company was organized and funds subscribed to fully develop the field and put the coal on the local market.

The eight-foot vein of coal being worked by shaft at Palestine, Texas, is only twenty-six feet below the surface. The mines is but two mile from the main line of the International and Great Northern R. R., which will build a spur. The coal is claimed to be superior to the Rockdale product.

At Owensboro, Ky., the Deanfield Coal Co., and the Guenther-Koltinsky Coal Co., of Deanfield, have consolidated under the firm name of the Deanfield Coal Co., incorporated, with a capital stock of \$50,000. H. L. Koltinsky, J. Ed Guenther and Guy M. Deane, all of Owensboro, are the incorporators.

It is reported by our West Virginia correspondent, that the Wheeling Consolidated Coal Co., Wheeling, which had under option all the coal plants and lands in that section, was absorbed by the National Coal Trust. The deal was closed some time since, and the money, about \$400,000, was to be paid this week.

The Export Coal Land Co., has been incorporated at Welsh, W. Va., capital \$500,000. Incorporators, R. I. McKinstry, of Camden, N. Y.; R. C. Ellis, E. F. Gentner, J. Gilfillan and E. F. Glenn, of Philadelphia, Pa. The Domestic Coal Land Co., Helena Coal Land Co., Ridge Coal Land Co., Steam Coal Land Co., and Philadelphia Coal Land Co., were also incorporated with the same amount of capital, same place and same capitalists.



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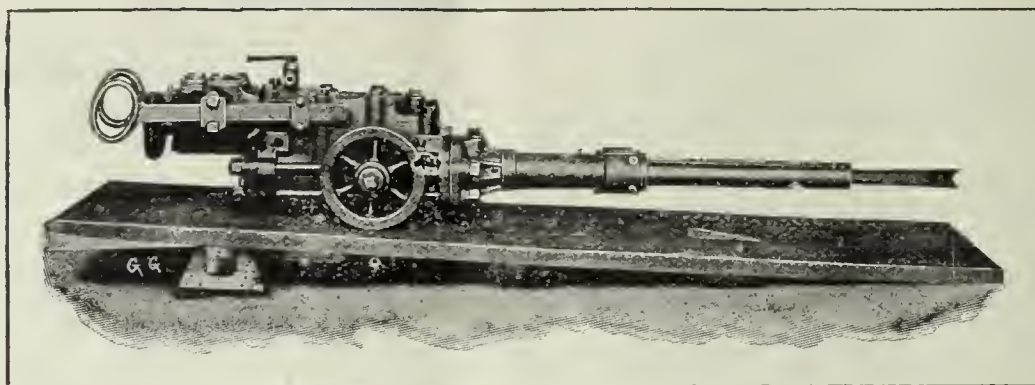
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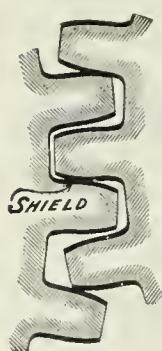
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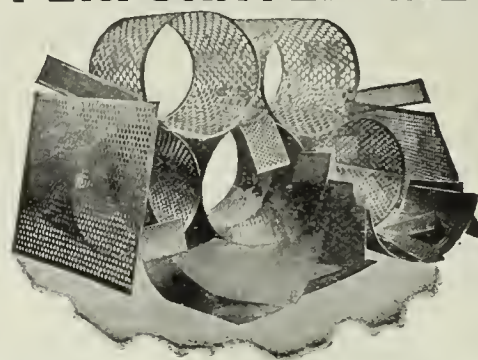
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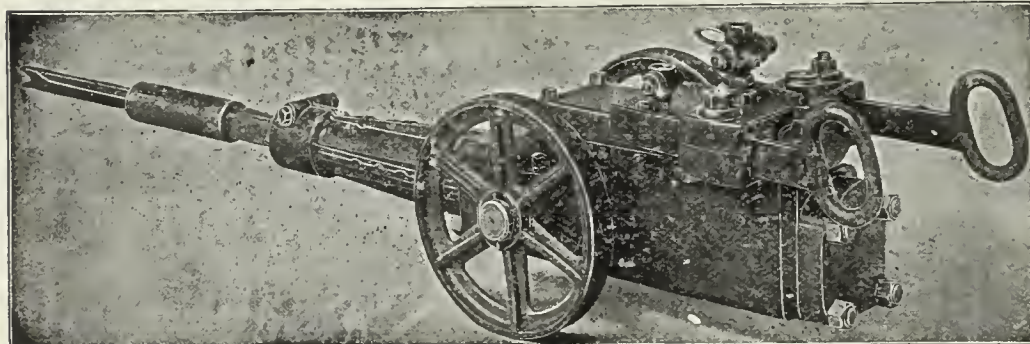
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VOL. 25. AUGUST 11, 1900. No. 6.

MARKET REVIEW.

The more prominent feature and one which may seriously affect the Anthracite output is the uncertainty as regards the delegate meeting of the miners at Hazleton, Pa., which convenes on Monday, August 13. This meeting is called by the union miners, to consider a list of alleged grievances, which the nine owners or their representatives have been requested to attend. It is stated that the miners feel themselves sufficiently strong in their union to demand the same recognition and attention that is accorded to the bituminous miners and apparently the effort of the convention will be made in that direction. It is rather more than intimated that in the event of a disagreement or refusal on the part of the coal companies to accede to the demands to be made, a strike may be inaugurated which will close every operation in the anthracite region. While this is all conjectural, it is, at least, of sufficient importance to cause the conservative, thoughtful and careful buyer to consider the situation and make his purchases early. A strike in the anthracite field, even for a short time would cause an immediate and marked advance in values. But even without a general strike, a continuation of labor difficulties such as has been experienced during the past three or four months will curtail production to such an extent as to embarrass producers in taking care of the usual heavy fall demand, which will be above the average this year and values in any event must very soon feel the effects of conditions and take a higher range.

Anthracite coal in the region west of the Eastern state line of

Illinois and Wisconsin is still very quiet and probably will continue so for another week or ten days, when there should be a change for the better if only in the matter of inquiry. The fact that a moderate tonnage has been sold for delivery later, may, if in rail territory, considerably embarrass the seller to get the coal to his patrons, because in the event of serious labor trouble such as hinted at in the preceding paragraph, there will be but a limited amount of anthracite shipped from the mines to the West; if prolonged perhaps none at all. In which event, and in view of the fact that there is quite a large tonnage yet to be sold for fall requirements, the demand which may be made on the docks will soon deplete stocks, which with some of the companies even now begin to show the effects of recent shipments, and but light receipts by lake. A fair tonnage of coal has been bought for the Missouri river, but so far very little, if any, has been shipped, and it probably will not be forwarded until about the first week in September because there seems to be a vague suspicion in the minds of buyers that there may be a reduction in the freight rate, but for which there is no apparent reason.

Bituminous coal all through the West and outside of the larger cities begins to manifest more life and particularly in that branch known as the domestic and commercial trade. Inquiry in this line is picking up, a few orders have been placed both for Eastern and Western coal, and there appears to be little doubt that shipments will follow shortly—just as soon as the present hot spell subsides. Eastern coal is in fair shape now and very little is heard of surplus stock of certain kinds. Steam coal of all grades is in too great evidence for maintenance of prices locally, and buyers practically have the market to themselves. Quotations on all standard coals both Eastern and Western, show little variation and may be called steady. Current report indicates that there is a growing demand abroad for American bituminous coal and there is but little doubt that this will continue providing ocean freights remain reasonable.

Coke is without improvement either as regards inquiry, demand or price and the outlook is not auspicious for an early revival.

Our New York representative reports a quieter anthracite market. Inquiries and orders are less in evidence, but this is regarded as temporary only and due largely to the extreme heat. Most of the companies, however, have sufficient business to absorb all the freshly mined coal, though some report a shortage of all sizes and several are practically out of nut and pea, so that stocking points are not receiving much additional tonnage. Hence, a strong and healthy market should obtain when active buying commences. Production in July was upwards of 600,000 tons less than for the corresponding month last year, which in view of probable increased and general labor trouble at the anthracite mines, may cause a shortage at the time the coal is required in the market. Business is fairly active in the far East, inquiries are numerous and urgency is shown for shipments on old orders. All-rail trade is fair only. In and around New York there is not much coal moving as buyers are inclined to hold off. On the Atlantic seaboard soft coal is in fair demand and a moderate amount of business doing. The re-opening of the mines in the George's Creek region has not disturbed the market so far, though what it may do later remains to be seen. The low rates of coasting freight is conducing to increased shipments of coal to far Eastern ports. Large dealers and consumers on the Sound are calling for a good tonnage, while in New York harbor trade is not so active, but prices are generally better. The fact that railroads are compelling shippers to prepay freights has had a good effect and accounts for the improvement. All-rail trade is calling for increased tonnage. Transportation from mines to tide is slow, and car supply short of requirements.

Buffalo advices are that the closing of so many iron and steel mills at Pittsburg has caused a superabundant supply of soft coal, and the market there is flooded, resulting in lower and weak prices. The trade with Canada has been affected and the tonnage greatly cut into. Despite the falling off in the Lake movement of anthracite in July, the shippers report a satisfactory trade last month. Shipments by lake show some improvement, and for the week amounted to 55,500 tons, distributed as follows: Chicago, 26,500 tons; Milwaukee, 15,500 tons; Duluth-Superior, 8,300 tons; Marinette, 1,300 tons; Toledo, 1,200 tons; Racine, 8,150 tons; Depere, 1,050 tons, and Lake Linden, 1,000 tons, all anthracite except 1,000 tons to Lake Linden and 450 tons to Depere.

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Red ash.....	5.50

The anthracite coal trade is, if anything, a little quieter than it was a week ago. Orders are not coming in as freely as they were and inquiries have dropped off to some extent. This is thought, however, to be only temporary and is chiefly due to the extreme climate. Most of the companies have still enough business on hand to take care of all the coal coming forward, and a number of them report a shortage of all sizes and are practically out of the market on nut and pea coals. Broken and egg coal are also reported as being short with some shippers, and the demand, which seems to be a little earlier than usual for these sizes, is sufficient to absorb the supply, making it difficult to get any amount of stocks ahead. The most favorable feature in the trade is that stocks generally are light in comparison with past years, and little difficulty should be experienced in maintaining a strong and healthy market when the active season sets in. The production for July is given as 3,581,516 tons as compared with 4,189,250 for the corresponding month of 1899. This is certainly keeping the output well on hand, especially when it is considered that there is a possibility of labor troubles at the mines this fall, when a large production is needed. Indeed, this is the only feature of the situation that can be looked upon as unfavorable, and while nothing can be said as to the possible outcome until after the 13th instant, when a general meeting will be held, it is the opinion that the unions will be likely to make a strong effort for recognition of their grievances. The far East is comparatively the most active of the various consuming territories. Inquiries are quite numerous and there is some urgency shown for shipments on old orders. Consumers at this point are apparently of the opinion that the companies can, and are going to maintain prices, strike or no strike, and are preparing to lay in their winter's supply. Trade along the Sound is quiet and dealers are taking but little coal as yet. All-rail trade is good in spots, some of the companies reporting active shipments, while others say there is very little doing and only of a hand-to-mouth character. At this center trade is variable, a fair business being done one day and nothing the next. No doubt more coal could be sold if prices were shaded, but with the present figures dealers are inclined to hold off until the last minute. Prices generally are well upheld and it is thought that the July circular is now effective on all new business. The output for the present month is estimated at 4,000,000 tons.

In the Atlantic seaboard soft coal trade there, seems to be a fair demand and a fair business doing. When the George's Creek miners got to work it was thought it would knock out some of the Clearfield trade, which it does not appear to have done up to this writing, and it is believed that the George's Creek users have held off as far as they were able for this particular grade of coal. The slowness of train transportation by the main line roads may have something to do with this, but the fact is that the opening of the George's Creek mines has not had the effect of hurting the trade generally. The George's Creek region went back to work Aug. 1st and it is believed now that all the men are working. About fifty per cent of the men took up their tools on the first day and showed such a determined front to meet force with force individually that the hoodlum element were cowed and now that the strike is over every one seems pleased. The foreign trade is quietly taking quite a number of cargoes of coal from the various shipping ports and appear to be willing to pay the advanced ocean freights. The far East is taking a fair amount of coal and it is thought that the low ocean freights are inducing shipments that might have otherwise been delayed if longer vessel freight had been higher. Trade along the sound is calling for coal and a fairly heavy tonnage being placed there. Trade in New York harbor seems quieter, yet there is a fair demand and prices are somewhat better. It is believed that the railroad companies in making shippers prepay freight and curtailing the car supply has had more or less effect upon this market, and is responsible for the improved condition. All-rail trade is calling for a considerable amount of coal without making much show, and the slow transportation it is thought had an effect upon this market in making the consumers call for coal ahead to supply their wants.

Transportation from mines to tide is several days slower than the schedule and seems to be in that rut now. Car supply is reported short and is having more or less effect upon the harbor business. In the coastwise vessel market, vessels are in fair supply and the freight market quiet at the following quotations: Philadelphia to Boston, Salem and Portland, 65-70 cents; Providence, New Bedford and the Sound, 60 cents; Portsmouth, and Bath, 75 cents; Dover, \$1.00-\$1.15 and towage; Saco, 90 cents and towage; Gardiner, 75 cent and towage; Bangor, 75 cents. The further lower ports are about 10 cent above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

The lignite coal deposits in the Big Horn range of Wyoming covers an area of about 7,000 square miles,

BUFFALO, N. Y.

AUGUST 9, 1900.

There is a strained condition in the soft-coal trade, caused by the shutting down of so many iron mills in the Pittsburgh district. The coal mines are not able to come to a standstill so readily, or are not willing to do so, and the result is a sudden overplus of supply, which the owners are trying to sell in any market that will take it. Of course the demand is not brisk anywhere and the result is that every section is flooded and there is no relief anywhere.

So far the Buffalo market has not been broken down to any great extent, but it is pretty sure to give way unless there is some relief, for some of the dealers are already making lower prices and small consumers who have till now paid the top prices or close to it are clamoring for a reduction. Still there are others who are holding to the former prices with a hope that there may be a turn in the tide soon and the threatened demoralization can be avoided, though they do not appear to have much faith in the effort.

These conditions have done a great amount of harm to our Canadian trade, for the surplus coal is rushed over there by all possible routes. One dealer says that where he was selling 25 cars a day over there is now down to 10 and still losing. This sudden change from what was a very tranquil market for midsummer, is very discouraging.

For the present it is not thought best to make any change in soft coal quotations, merely noting that all prices are weak, as follows: Pittsburgh lump, \$2.70; lump and nut, \$2.60; mine run, \$2.50; slack, \$2.00; Blossburg smithing, \$3.00; steamboat fuel, delivered, \$2.80, all per net ton, with Reynoldsville and other districts about 15 cents less.

The anthracite dealers all report that the July trade was very satisfactory and a large amount was delivered, in spite of the falling off in the lake movement. The prices are as firm as a rock and are giving no trouble anywhere.

There is a slight improvement in lake shipment, mainly on account of the demand from Chicago, which is decidedly better than formerly. The total for the week is 55,700 tons, distributed as follows: Chicago, 26,500 tons; Milwaukee, 15,500 tons; Duluth-Superior 8,300 tons; Marinette, 1,300 tons; Toledo, 1,200 tons; Depere, 1,050 tons; Lake Linden, 1,000 tons; Racine, 850 tons, all anthracite but 1,000 tons soft to Lake Linden and 450 tons to Depere.

Freight rates are as follows: Chicago, 40 cents; Milwaukee, 40 cents; Duluth, 35 cents; Marinette, 45 cents; Toledo, 30 cents; Depere, 40 cents; Lake Linden, 40 cents; Racine, 40 cents.

The prices of hard coal are as strong as ever at \$4.25 for grate, \$4.50 for egg, stove and chestnut; and \$3.00 for pea, all per gross ton on cars at Buffalo and Suspension Bridge.

Buffalo local anthracite: Grate, \$1.00; egg, stove and chestnut, \$1.25; pea, \$3.00, all per net ton at the trestle, with \$1.00 additional for delivering.

Some of the anthracite shippers are doing decidedly better in the amount of coal they are sending forward by lake, while others have fallen down to a very small business, though they appear to be making up the deficiency somewhat all-rail. When there is more grain to move this trade will not be so easy.

George W. Burke, who has been connected with the coal office of the New York, Ontario & Western since it was opened here in 1892, and with the Delaware & Hudson coal office some years before that time, has taken a responsible position with D. E. Russell, shipping agent of the Lackawana. The vacancy has not been filled yet.

Manager F. A. Board of the Pennsylvania Coal Co.'s interests in Buffalo, has gone to the coast of Maine for an outing.

Williams & Peters are distributing among their friends and patrons a neat and serviceable set of maps of Asia and the East.

CONNELLVILLE, PA.

AUGUST 31, 1900.

The Courier says: "The production of coke in the Connellsville region starts in August with a lower weekly tonnage than has been reported for a year past. Gradually the active list of ovens is being cut down, the average being from 200 to 250 a week. This week a larger number than that is likely to blow out. The suspension of blast furnaces in and around Pittsburgh has been noticeable in each week's coke production for a month. The only stock accumulating is the little that is unavoidable in the operation of any coke plant.

"There has been no slump in coke prices as a result of the falling off in production and output. According to some newspaper accounts coke is being freely offered at \$2 a ton, but buyers are holding off for \$1.75. If any coke has been sold for \$2 a ton it was not standard Connellsville. The bulk of the coke going out of the Connellsville region is selling for close to \$3 a ton, and some of it is contracted for at figures higher than \$3. Below \$2 coke, manufacturers can not get, owing to the high wage scale in effect in this district. Wages are being paid the coke drawers and miners of the Connellsville region on a basis of about \$2.50 coke. As previously stated in The Courier the ovens will go out of blast before prices will come down. With a big trade in sight beginning in September the coke men would be foolish to trim their prices down to a point where there would be no profit and from which it would be a hard task to get them up again. Furnace coke is quoted at \$2.60-\$2.75, and foundry coke \$3.00-\$3.25. These figures are for standard Connellsville."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburgh.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

A charter has been granted to the Davy Coal Co., of Davy (P. O. Halls-ville), McDowell county, W. V., with an authorized capital of \$100,000. The incorporators are J. F. Mitchell, W. G. Morgan and Hannah Hall, Halls-ville, and S. S. Cofer and F. M. Peters, of Bluefield,

CHICAGO MARKET.

Anthracite continues very quiet in a wholesale or jobbing way and the movement of coal is still restricted and will be for several weeks to come. The foregoing will apply with equal emphasis to business on the outside as it does locally. It is evident from the demeanor of the selling agents in this and other cities in the West that the sales and shipments so far this year fall much behind those of last year. This as regards the shipments is unmistakably proved by the Bureau of Coal Statistics, which also shows that the receipts both by lake and rail are slightly in excess of those of 1899 up to the present. The supposition or conclusion to be drawn from the foregoing is that there has not been so much anthracite sold as there was a year ago, or, if sold, it has not yet been delivered; this latter is the more reasonable hypothesis, because it is known that there is quite a large number of cars destined for towns on the Missouri and beyond, shipments of which are being withheld pending a solution of the freight question as buyers are yet in hopes that there will be a reduction from the current schedule of \$2.50. Apparently the circular on anthracite both wholesale and at retail is elastic and by no means as firm as it should be when it is generally known that there is so much uncertainty as regards the outcome of the miners convention at Hazelton, Pa., on Monday, August 13. A prolonged strike would seriously embarrass rail shippers west as well as east.

Soft coal in almost any reasonable quantity can be picked at bargain prices and buyers are not slow to avail themselves of the opportunities presented by an overstocked market of steam coal. It is understood that some of these purchases have been on a liberal scale and will be placed in stock. From the best and latest information procurable, there does not appear to be any probability of a reduction in railroad rates on coal—East, West, North or South, and yet with this almost absolute certainty that freights will not be changed, there is no corresponding firmness or strength shown by the majority of the sellers in the trade. A few good sized commercial contracts have been closed during the week, but there are still several of a local character which hung fire, while there are others which have been so long delayed owing to the general weakness in the market, that it is quite probable they will not be concluded but the parties may buy in the open market as they have done for some weeks. It is well known that the sharp competition for steam business in the city on open orders, has forced a material reduction from all circular prices, and these for the present, at least, will on that account be withdrawn. Operators and shippers catering to the steam threshing trade, report considerable accession to their tonnage, and orders and shipmen's are quite active. There is an improvement in the inquiry for commercial coal but shipments are by no means as active as they will be later in the month.

Coke is dull as regards inquiry, demand, sales and shipments and prices are no better than they have been for several months, "easy street" expresses the relation of circular to the selling figures.

KANSAS CITY, MO.

AUGUST 9, 1900.

Soft coal trade continues dull and sluggish. What was a brisk demand for threshing coal has subsided and nothing else taken its place.

There are plenty of opportunities for the selling of coal for future deliveries, but this is one thing from which the operator and jobber is steering clear. Men are scarce at all camps, in fact, they never were more so, and a general curtailment of work to the eight-hour day is bound to restrict supplies. Nearly everyone expected to see an early and liberal movement of soft coal before this, but the consumer refuses to be scared, and as long as his coal house is locked up the coal must remain in the ground. The retail price for hard coal August delivery, is \$8.50, but there is very little being sold and still less being delivered. Almost all dealers have bought what hard coal they require for early business, and while practically none of it has actually been delivered as yet, still the next two weeks will probably see liberal receipts.

Day laborers and deadwork for the mines in the Missouri for the coming year have finally been settled by the board of arbitration. Mule drivers get \$1.94, track men \$2.12, trappers \$1.00, and top men \$1.55. For entry driving room, turning and such work the increase over the last schedule is six per cent.

The operators reserve the privilege of having any or all work done by contract except mining.

Efforts are being made looking to the formation of a coal exchange that shall be run on the principle of the grain exchanges.

Some operators are convinced of the feasibility of the plan, while others appear to think they will have all their coal dug and sold before such a thing could be made operative.

It would certainly be an innovation for a coal jobber to get down to the coal board of the trade at ten in the morning and sit till two in the afternoon with a little table covered with samples instead of chasing for business in the present crude way.

At present Kansas City has no coal association outside of the retail dealers and they do not seek to regulate the price.

At Keb, Wapello county, Iowa, the coal company has sunk a new shaft to the 4¼-foot vein of coal on its property, thus doing away with the old works.

PHILADELPHIA, PA.

AUGUST 8, 1900.

The anthracite coal trade at this center shows a fairly good demand and coal is moving off a little better than is usual at this season of the year. The reason of this is thought to be due more on account of the demand from the consumer than the dealer, as there has been some talk in the past week or two of advancing the retail prices for August, 25 cents a ton though this is not likely to occur now as the dealers have decided to hold over until September 1st when there will probably be another advance in the wholesale market. The possible trouble in the mining regions too is thought to have some effect in influencing buying at this time. On the whole, the market is in very good shape and prices well maintained. Stocks in first hand are only moderate and are showing practically no increase as shippers are in many instances short of either one size or another and are obliged to pick up enough coal to fill out the more important orders. Chestnut continues very scarce with most shippers and in some cases egg and broken coal are inadequate to meet the requirements of the trade. Some urgency is also shown for deliveries on old orders, indicating the trend of the market. The tonnage is being kept well in hand as evidenced by the output in July which is reported at 3,581,516 tons as compared with 4,189,250 for the corresponding month of 1899. This brings the tonnage for the first seven months of the year up to approximately 26,000,000 tons, an excess of 1,200,000 tons to July 31. There is little shading being done from the July circular except where individuals are anxious to move a certain size of coal that is long.

The soft coal trade shows little change from last week though it is thought a better feeling prevails since the termination of the George's Creek strike. The George's Creek shippers report that they have already more orders on their books than they can comfortably take care of and the demand keeps increasing, though this does not seem to have any effect in the market of the poorer grades of coal. Indeed it is believed that the higher prices paid for George's Creek are stimulating prices generally. There is considerable coal being put in storage by the railroads who are not under contract at the present time, wherever they can obtain it at low prices, and the idea prevails that these large consumers will try to lay in a sufficient stock to run them pretty well along into winter and reduce the cost on their total supply just as much. The George's Creek miners have apparently all gone back to work, and the mines are producing about half tonnage at the present time. The foreign demand keeps up and shipments are going forward quite regularly.

Transportation from mine to tide is slow. Car supply is short and while there is some complaint about it, it nevertheless is helping to steady the market quite considerably. In the coastwise vessel market, vessels are in good supply and freights unchanged with coal slow in arriving at the loading ports. We quote as follows: from Philadelphia to Boston, Salem and Portland, 65-70 cents; Sound ports to Wareham, 80-85 cents; Newburyport, 80 cents; Portsmouth and Bath, 70 cents; Dover \$1.00-1.15 and towage; Saco, 90 cents and towage; Gardiner, 75 cents and towage; Bangor, 75 cents.

CINCINNATI, OHIO.

AUGUST 9, 1900.

The past week has been one of great interest in the local retail trade. For some time past, two or three concerns have been cutting prices and pretending to uphold them until their actions became unbearable to at least one honest concern, and late last week, the Campbells Creek Coal Co. openly advertised a cut of 25 cents a ton in the retail price. This action brought down upon Mr. Dana's devoted head all kinds of abuse for a day or two, and open threats were made that the indignant dealers who had been outwardly upholding prices and secretly cutting them would wage war on the Campbells Creek concern and the public was lead to believe that \$2.00 a ton coal was in sight. But the threats amounted to nothing, and different tactics were adopted. The cutters all came around to Mr. Dana, promised faithfully to be good if he would agree to raising the price to the old standard, and harmony again exists. The flurry has done much, however, to stop family orders, for the slow-going residents still think there is bound to be a fight among the dealers that will give the public coal at \$2.00 a ton delivered. In reality there is no ground for such a belief. Business has been good for this time of year, and had it not been for the misunderstanding of a week ago, family orders would probably now be coming in more rapidly. In the readjusting of prices anthracite was lowered 25 cents a ton for the remainder of the month of August, and is now 6.25 a ton delivered. Soft coal delivered is worth \$3.00 delivered in the city proper and \$3.25 a ton on the hills. Rail coal wholesale, and river coal elevated and loaded on cars sells for \$2.50 a ton here. River lump wholesale in barges is held at 7½ cents a bushel.

SAN FRANCISCO, CAL.

AUGUST 4, 1900.

During the week there have been four coal arrivals from Washington with 15,196 tons; three from British Columbia, 8,800 tons; two from Oregon, 700 tons; total, 24,696 tons. No coal is accumulating, but we are doing fairly well considering the scarcity of carriers, as the quantity delivered this week approximates to the amount consumed. The oil producers are successfully struggling to increase their output, to meet the brisk demand now existing for their fuel from all sections. New producing wells are daily reported, thereby aiding to tide over the light deliveries of all other characters of fuel here and in the interior. In the near future the oil product of California should find a market at improved figures, as its value is based upon a relative coal standard, which has recently been marked up somewhat. The foreign demand for coal is so urgent in Australian ports, that vessels are delayed sixty days awaiting their loading turns. If the anticipated coal demand, which will be created by the massing of the combined European war vessels in China, should be made on New South Wales, it is hard to predict what confusion will emanate. It is true a requisition may be made on the Japanese collieries which may render temporary aid, but the quantity is meagre, and the quality is undesirable. Colliery proprietors locally, and all through America, can safely join in the chorus "Coal is King" for 1900, and for several years to come.

WHEELING, W. VA.

AUGUST 9, 1900.

The week has been productive of very little that was new in the coal and coke industry. The only real item of news that has transpired, is the strike of the miners of the Pinnickinnick Coal Co., at Clarksburg and that has nothing to do with the things in which coal producers and dealers are particularly interested. As is customary in the conduct of many large industrial enterprises, the management of these mines employ a physician by the month to treat all their employes. The workmen pay fifty cents and a dollar a month, according to whether they are married or single, and certainly \$6 a year is cheap medical attention for a single man, and \$12 a year is not exorbitant for a man with a family, even if it includes but two people. Naturally, where there are three hundred miners there is some difference of opinion as to the merits of any physician, and this is no exception to the rule. It is not charged that the company has not employed the best physician to be had at a good salary, but it is asserted that the men did not all like the physician, and having had steady work and good wages for a long time without intermission, they were ready to start something. Accordingly, they struck on the doctor. The management having a slightly slack demand for coal, decided to give them a rest and a chance to see how it goes not to have a doctor nor the wherewithal to get one. Accordingly they refused to dismiss the doctor, and the three hundred men went out. Two days later the men were notified that their jobs were vacant and that they might have their tools by calling for them. Thus, these mines are closed, and these miners are given a chance to look for work elsewhere.

Business all over West Virginia continues moderately good, with a bright outlook. Things are not rushing as they did a few weeks ago, but with the resumption of the iron, steel, glass and pottery industries, and the increasing demand for coal from the transportation lines, things are picking up. It is true that a resumption of the iron and steel industries is a little slow, but it is believed that everything will be fully employed again by the first of September, and on that theory, a few Western plants and some in this region, are putting in stocks of coal, and increasing their storage.

A notable feature of the week, and one that is of great importance was the appearance here of representatives of four glass factories now located in the Indiana gas belt, looking for places to which they can remove their plants. A few years ago, there was a great rush of glass and iron works from the Ohio valley to the Ohio and Indiana gas belts where free fuel, or at the worst, very cheap fuel was offered. Now the natural gas is playing out in Indiana as it did long ago in Ohio, and there is no coal to fall back upon. It is expected that there will be at least fifteen removals of glass and iron work of various sorts from the Indiana gas fields to the Ohio valley within the next six months. It is simply a case of necessity, for there is no coal to be had for a reasonable price that is suited to manufacturing purposes.

The Fairmont region reports again this week that trade is picking up steadily, and that everything will be booming there again within a few weeks. Everybody is employed now, but there is not quite as heavy a rush as there was a short time ago. In the West Virginia Central and Pittsburg region, the starting of the mines in the Maryland field has taken away a little of the demand that was seen there, but still things are in good shape, and there will be no closing-down of mines, or putting off of men. On the Norfolk & Western trade is good and shipments are large. In the Kanawha Valley there is a good demand for rail shipment, and the river shippers are busy as usual. There is a good supply of boats in the river, and there will be steady work till they are all filled. The rivers are low just now and nothing is moving either way, but there is the usual outlook for a good rise in the early part of September to fall back upon, and it has been known to come in August.

PITTSBURG, PA.

AUGUST 8, 1900.

The mines continue very busy and shipments to the lake markets have not diminished a particle.

Prices are firm and the consolidated companies have successfully withstood all attempts to cut the figures made last spring.

Very little coal was sent South on the last rise and the anchorages are crowded with coal awaiting a navigable stage of water.

There is now about 10,000 bushels loaded and this will likely be doubled before there is an opportunity for shipments, according to present indications. The principal coal territory owned by this company is located in Washington and Greene counties. The recent stories circulated of alleged faults in that field have caused considerable uneasiness among holders of coal property. Prof. Edwin Linton, of the chair of geology in Washington and Jefferson College, has made a thorough investigation on the subject and has expressed a decided opinion to the effect that there is no reason to suppose that the Pittsburg coal is absent from an acre of land in those two counties where it has not been removed by erosion, together with overlying rock. He says that if the deep wells, which have been drilled in such numbers within recent years, had failed to find the coal over any considerable space, then there would be reason to believe in barren area.

The Connellsville Courier, says that the output of the Connellsville region for the first half of the present year indicates that the unprecedented record of 1899 will be easily outstripped in 1900. The output for the first four months of the present year averaged 11,500 cars per week, or nearly a million tons per month. But the boom had then reached its highest mark. The iron and coke trades are familiar with the reaction which then followed upon the stock jobbing operations of a prominent steel magnate. Iron prices sagged and production was quickly curtailed. Thirty furnaces went out in the Mahoning and Shenango valleys alone, cutting down Western coke shipments from an average of 6,072 cars per week for the first four months of the year to 4,977 cars per week for May and June. During the same period the average shipment to the Pittsburg district fell from 3,284 to 2,779. Eastern trade, while it shows considerable fluctuations from week to week, maintained a steady average of about 2,100 cars until last month when it experienced a slight falling off. The full extent of the slump in trade is shown in the fact that the total shipments of the last two months averaged only 9,840 cars per week as against 11,478 cars per week for the first four months in the year.

The total output of the region for the first four months of the year aggregates 5,746,252 tons and indicates an output for the year, at the present rate of production, of about 11,000,000 tons, or nearly a millions tons more than that of 1899.

ON THE WING.

The Baltimore & Ohio Railroad has declared a 4 per cent dividend on its common stock.

Mr. William Marmet, President of the Marmet Co., Cincinnati, has gone to the lake for a four days rest.

Mr. E. E. Seward, Secretary of the Shurtleff Co., Marengo, Ill., visited among the coal trade of Chicago this week.

Mr. D. E. Reeves, of the Reeves Fuel Co., Keokuk, Iowa, was circulating among the coal trade of Chicago last week.

Mr. Clark Roberts of E. L. Hedstrom & Co., Buffalo, N. Y., is enjoying the lake breezes on board one of the big liners.

The coal operators around M d llesboro, Tenn., will, it is reported, raise the price of coal to cents per ton about September 1.

The tonnage of anthracite for July is reported as being 3,581,516 tons; and the estimated output for August is 4,000,000 tons.

Mr. W. M. Sanford, Freeport, Ill., one of the executive committee of the Illinois Retail Coal Association, was in Chicago this week.

Mr. Wm. A. Pixley, the coal man of West Salem, Ill., is spending his vacation with his daughter who resides at 4020 Indiana avenue, Chicago.

Mr. W. H. Scott, chief clerk of the Lehigh Valley Coal Co., Western Union Building, Chicago, is enjoying a vacation at Ottawa Beach, Mich.

The town of Manhattan, Kan., requests proposals for furnishing coal for the city for the ensuing year. Sealed bids to be in by noon, August 15, 1900.

The New York end of the navy contract, amounting to about 10,000 tons, was awarded to the Berwind-White Coal Mining Co., at association figures.

The Northwestern Fuel Co., Duluth, Minn., has been awarded the contract to supply the fire department of that city with coal during the ensuing year.

Mr. G. H. Conn, of the bituminous department of Cox Bros. & Co., Incorporated, the Rookery, Chicago, is rustivating in the lake region of Northern Illinois.

A correspondent at Superior says that the Northwestern Coal Co. is planning extensive improvements at Allouez which will be commenced as soon as the rush of coal is over.

Captain Edwin Marmet, secretary and treasurer of The Marmet Co., Cincinnati, is on his way home from a pleasure trip to Alaska. He was in Portland, Oregon, a few days ago.

The Coal Dealers' Supply Co. is a new organization chartered to do business in Jersey City, N. J., with a capital of \$100,000. They have taken offices at 243 Washington street, New York.

It is reported the Mr. Harry G. Buxton, of the Davis Coal and Coke Co., Piedmont, W. Va., a nephew of Colonel Thos. B. Davis, is mentioned as the nominee for the House of Delegates.

Householders in London, and other large cities in the southern part of England are now paying 30 shillings (\$7.20) for domestic soft coal, with every prospect of it going to 35 shillings (\$8.40) before fall.

During July 31,571 tons of coal and coke were exported from Baltimore, a falling off of 3,360 tons compared with June. Ten steamers cleared foreign in July with 26,747 tons of coal and 4,824 tons of coke.

Messrs. Owen & Co., of East 47th street, New York, have opened offices in the Bowling Green Building. Their growing steam trade has necessitated this step and will facilitate the handling of it very materially.

The City of Omaha, Neb., asks proposals for fuel for one year from September 15. The coal required comprises anthracite, semi-anthracite and bituminous coals to be delivered as required. Bids to be in by 2 o'clock P. M., August 22, 1900.

President Joseph Q. Harris, of the Philadelphia & Reading C. & I. Co., accompanied by his family, left on the 7th instant for a month's outing in New England, first visiting Prout's Neck, Me., and later Middlebury, Vt.

Mr. Chapman R. Hinsch, Manager of the Hinsch Coal & Coke Co., Cincinnati, has taken his family to Cawtaba Island, where Mr. Hinsch has a cottage, and will remain in the cool breezes of the North for three or four weeks.

Mr. J. F. Clancy, Racine, Wis., shipping agent, Pennsylvania Coal Co., was a visitor in Chicago this week. In conversation with the writer Mr. Clancy remarked: "I look for no large buying orders until cooler weather obtains."

The Wilkesbarre (Pa.) Record states: "Four carloads of miners have left here for Rock Springs, Wyo., to work in the mines of the Union Pacific Co. Smaller detachments have been leaving here for a month or more for the far West."

Mr. John Pynchon, manager of the shipping department F. G. Hartwell Co., Fisher building, Chicago, has just returned from a ten days sojourn at Omena, Mich., north of Traverse City. He has acquired a fine bronze and looks the picture of health.

Mr. Charles Jones, Jr., Manager of the Pittsburg Coal Co. branch of the Monongahela River Consolidated Coal Co.'s Cincinnati business, left Wednesday with his family for a two weeks' trip to Buffalo, Niagara Falls, St. Lawrence river and northern resorts.

It is stated that Mr. A. J. Cassatt, who is now in London, Eng., and prominently identified with coal interests as well as with the Vanderbilts', is about to close some contracts for several million dollars worth of the American product for European consumption.

The Pioneer Fuel Co., Minneapolis, Minn., have issued a rather unique private mailing card, calling the attention of the dealer trade to their facilities for shipping anthracite and bituminous coal. The card shows white letter press work on a black ground.

It is reported that the bids for the Army Transport contract have all been thrown out, though the reasons are not given. It would not be surprising to the trade now that the George's Creek region is again working, if this business would go to the Consolidation Coal Co.

Mr. Donald A. Sage, of the Sage Coal Co., 355 Dearborn street, Chicago, who has returned from a month's sojourn at Cape Ann, on the Atlantic coast, speaks enthusiastically of the benefits to be derived from the sea air and sea bathing, and he looks the picture of health.

The Joseph Dixon Crucible Co., Jersey City, N. J., has issued a neat little eight page brochure entitled "Graphite Facings," which treats of the value of graphite, as a facing, when put on the surface of a mold for the purpose of preventing adhesion of the metal to the sand in foundry practice.

The following gentlemen connected with the coal trade outside of Chicago were visitors to the city this week: Mr. Whittaker, of Peters and Whittaker, Rock Rapids, Iowa; Mr. Beaver, of Cary & Beaver, Jackson, Mich.; Mr. Fred Dilg, Morton Grove, Ill., and Mr. J. C. Amptes, Deerfield, Ill.

It is now stated that the miners in five collieries of the Delaware & Hudson Co. around Scranton, Pa., have returned to work on the same terms as before the strike, but with the promise that their grievances should receive attention at the convention of the United Mine Workers at Hazleton on Monday, August 13.

President E. N. Saunders, of the North Western Fuel Co., St. Paul, Minn., announces to the trade that: "Mr. Henry E. Smith is hereby appointed Northwestern sales agent of this company, with headquarters at the general office, St. Paul, Minn., succeeding Mr. Stevens G. Russell, who has resigned on account of ill health."

Mr. Louis F. Schaefer, has left Quincy, Ill., to accept a position with the Union Pacific Coal Co., at Omaha, Neb. He was prominent in Masonic circles and former business associates and masons "caned" him at the Newcomb House, prior to his leaving. Last week Messrs. Jack Howard, Postmaster Wilcox, B. F. Porter, Dr. J. H. Rice, Frank Wood, Oscar Fleming and others, presented him with a fine silk umbrella and a beautiful ebony cane, richly mounted and suitably engraved. The gifts are evidence of the sincere regard in which the happy recipient is held by his masonic and business friends.

The Portland (Me.) Argus says: "The Grand Trunk Railroad will build a coal pocket here with a capacity of 2,500 tons of coal a day. They will be used by the Dominion Coal Co., and it is estimated that 200,000 tons of coal will be brought there every season. The pockets will cost from \$100,000 to \$125,000, according to the location."

At Pittston, Pa., the Lackawanna river burst through into the mine of the Phoenix Coal Co., this week and every effort of the officials to stay the flood of water into the workings has proved futile. The settling of the village of Duryea has affected the bed of the river and caused the flooding of the mine. The operations as a whole are valued at \$1,000,000.

Rather queer cause for a strike is that where 300 miners employed by the Clark Coal Co., at Pinnickinnick mines, Clarksburg, W. Va., struck because the company has discharged the physician whom the miners pay for and substituted one of the company's own selection. This is now really a lockout as the company has ordered the miners to remove their tools.

Traffic managers of the various coal carrying roads out of the Pittsburg, Ohio and West Virginia coal districts have decided not to reduce the freight rates on coal from the point to which they were advanced in April last. It is contended that there is nothing in the rate situation to warrant a reduction at this time. It is not believed that there will be any reduction later in the season.

Mr. John J. Rhodes, St. Paul, Minn., Northwestern sales agent of the Lehigh Valley Coal Co., was in Chicago during the week. He remarked to the writer: "I don't look for any active movement of coal until harvesting operations are ended, which will be about two weeks hence. The wheat crop will be better than was generally reported, from one third to one-half crop in the more favored districts."

It is stated that the Delaware, Lackawanna & Western Railroad, which operates some 900 miles of roadway, largely in the Lackawanna and Wyoming anthracite coal fields, with tidewater points in Jersey City and Hoboken, has decided to increase its operating territory by entering Philadelphia, and negotiations with that end in view have been entered upon with the Philadelphia & Reading Railway management.

There has been some talk among a number of the dealers in Philadelphia during the week to advance the retail price of coal 25 cents a ton, but it is understood now that the matter will go over until first of the month, as the trade had not got sufficiently together on the subject to make it unanimous. It is believed that the Retail Coal Exchange will take the matter up and an advance will be put into effect September 1.

Correspondence from Glasgow, Scotland, is to the effect that the high price of coal is telling not only on shipbuilding and kindred industries, but also on the cost of gas. Coal has recently experienced an advance of \$1.20 a ton. The large steel works cannot sell material at rates at which consumers will buy. There has not been one shipbuilding order reported on the Clyde for over four weeks, and still the coal masters remain obdurate.

The Youghiogheny & Lehigh Coal Co. has tested its new coal hauling machinery at the East End dock, Superior, Wis., and everything worked smoothly. In due season as the improvements progress, the dock's capacity will be more than 200,000 tons. The whole equipment is first class and modern in every particular, and manager Horton is to be congratulated on the superior advantages he will possess for receiving and handling coal.

The Harrisburg (Pa.) Patriot says: "A Pennsylvania railroad official stated yesterday that unless there comes some unforeseen and frightful slump in business, the coal traffic of the big road this season will amount to almost a sixth more than that of last year. The first half of the year's business warrants this statement. Freight is rather dull in coal and coke lines at present, but it will take a boom within a few weeks unless the prophecies of the men at the head of the business are at fault."

The Ottumwa Box Car Loader Co. have moved into their new factory building at Ottumwa, Iowa, and will have double their former capacity. They, however, expect to continue working night and day in order to take care of their rapidly increasing business. They report sales of twenty loaders in the past sixty days, and prospects are that they will have all the orders they will be able to take care of for the remainder of the season. Live and enterprising coal operators are quick to recognize the value of any labor-saving machinery, and when this is combined with the advantage of preparing the product for market in better condition, it is not surprising that the Ottumwa Box Car Loader Co. is having such success in the sales of their machines. We are pleased to note same, and be able to inform our readers regarding it,

Mr. H. M. Van Zandt, sales agent Williams & Peters, 215 Dearborn street, Chicago, is issuing to the trade an excellent atlas of the Orient, containing maps of China, Asia, the Japanese Archipelago, with illustrated descriptive matter of the habits, customs, costumes, climate, industries, government, religion and relations of China to the Western powers. The critical situation in the "celestial" empire and the military operations being carried on there will make the little gift doubly valuable.

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Mr. J. M. Bowman of Liverpool, Eng., in a letter says: "The scarcity of coal in England threatens industrial depression. Manufacturers can not pay the prevailing high prices for coal and keep their mills in operation at a profit, and as there is a decided slump in the demand for their output in many lines, notably in the iron and steel trade, many mills will close down until conditions are more favorable." Is not the time opportune for Eastern seaboard shippers to increase their exports of coal abroad?

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Mr. James A. Curtis, Zanesville, Ohio, sales agent of the Zanesville Coal Co., producers of the well-known "Keystone" coal, visited in Chicago this week, on his way to the lakes in Wisconsin. Mr. Curtis, who left Chicago some few years ago and was in the employ of Brockenborough in the coal trade, with offices in the First National Bank Building, made a round of visits to old acquaintances, not forgetting a pleasant call at the offices of THE BLACK DIAMOND. Mr. Curtis is accompanied by his wife.

**

At the convention of the United Mine Workers at Hazelton, Pa., on Monday August 13th, the question of the recognition of the union by the anthracite mine owners and operators will be presented for discussion. If it should be that the decision of the convention peremptorily demanding the recognition of the union, it may mean one of the hardest and bitterest strikes ever known in that industry. The operators are almost unanimous in their declaration that they will not recognize the union, or deal with their men through it.

**

Such absurd items as the following should not appear in any newspaper, and especially in the columns of one printed in New England: "American coal is in strong demand in the heart of the Westphalian coal mining district of Germany. This is another instance of carrying coal to 'Newcastle,' but it appears to be profitable. It is believed that during the present year as much American coal can be sold in Germany as the entire output of the Rhenish and Westphalian mines themselves." There is no American coal going to that district.

**

Much interest is being taken in the big convention of anthracite coal miners which meets at Hazleton, Pa., on Monday August 13. The miners will present a big lot of alleged grievances and demands. It is, at this writing, a matter of uncertainty whether the companies and operators will meet the overtures of the miners, as a similar request was made by the miners some months ago and was declined or ignored by them. Should the companies again refuse to meet with the men as an organization a strike will probably result.

**

Mr. H. H. Taylor, manager of the B. Ubrig Fuel Co., 355 Dearborn street, Chicago, is presenting to his friends a neat box, containing a handsome nickel silver pocket match safe, on the body of which is a white celluloid strip, with the Milwaukee and Chicago office addresses. On one side is the progress made by the company during the past ten years, as shown by the tonnage of coal sold—in 1890, 14,332 tons, in 1899, 546,122 tons—a mighty increase; on the obverse is the beautiful trade mark of the company in colors, and "Compliments of." Send for one.

**

A London, Eng., paper dated August 1, says: "The present coal famine in England may result in a great good to Ireland through the development of its rich anthracite deposits. Londoners are now paying \$7.50 a ton for soft coal, and experts say the product of Irish mines can be sold here for \$3. The coal beds are situated around Castle Comer and Kilkenny, and according to Professor Hull of the Irish geological survey, contain over a hundred million tons. The nearest railway is six miles away, however, and the miles have hitherto been little worked. It is now proposed to build a railway and relieve the condition in England."

**

The W. C. Griffith Coal Co., is a new firm with offices in the Bedford Building, 215 Dearborn street, Chicago, and of which Mr. W. C. Griffith is manager. The company is the sales agency of the Spaulding Coal Co., and Clear Lake Co-Operative Coal Co., both in the Springfield district of Illinois; also direct shippers of anthracite and Hocking coal, and will do a general jobbing business. Mr. Griffith was connected with the Turney & Jones Co. for eight years, and since 1897 has been with the New Kentucky Coal Co., as general sales agent. He is well and favorably known to the coal trade in the West and Northwest and will be pleased to see his old friends in his new offices.

Mr. H. W. Mills, Spitzer Building, Toledo, Ohio, who is in the coal business "with both feet," in his circular for August, quotes: Hocking lump \$1.40; Steam lump, \$1.35; run of mine, \$1.30; domestic nut, 85 cents; steam nut, 75 cents; and nut, pea and slack, 60 cents; Massillon select lump, \$1.80; run of mine, \$1.65; domestic nut, \$1.55; and steam nut, \$1.40. Jackson lump \$1.80; steam lump, \$1.75; run of mine, \$1.50; revolving screened egg, \$1.70; domestic nut, \$1.60. All per net ton at mines.

**

The Tacoma (Wash.) Ledger says: "A big fleet of vessels is here for coal and demand just now is greater than capacity of mines to produce. Some 12,000 tons will be shipped on various sailing vessels to Hawaii. The extension of the American shipping laws to Hawaii has driven foreign bottoms out of the trade between the coast and the islands. As a result all of the coal fleet are Yankees, and as rule they are a handsome craft. These vessels may return for another cargo, or they may be held available for the wheat trade when the demand begins to take available bottoms."

**

According to a cablegram from London, that city is about to experiment with peat as a substitute for coal for domestic use, and already the peculiar and not unpleasant odor of peat smoke permeates the air in several suburbs. There is no reason why peat chemically treated and compressed into blocks should not make a fair substitute vegetable fuel for the stranger and higher priced mineral coal. Large works are being erected in the north of England to manufacture and put this fuel on the market. There are millions of acres of peat bog-land in Great Britain and Ireland, which can be cut, dried, stacked and shipped at small cost.

**

The traffic managers of the various coal carrying railroads out of the Pittsburgh, West Virginia and Ohio districts have decided to adhere to the advanced coal freight rates established last April. The coal carriers contend that existing conditions will not warrant any reduction at the present time. The rates now are: From Pittsburgh to Chicago, \$1.85 a ton; from Ohio the rate is 25 cents a ton less; from the Kanawha district and West Virginia points along the Baltimore & Ohio the rate is the same as from Pittsburgh; from the New River and Pocahontas districts the rate to Chicago is 15 cents a ton higher than from Pittsburgh, while to the other Chicago rate points it is 20 cents higher.

SAIL VERSUS STEAM.

The high prices prevailing and the increasing difficulty of obtaining an adequate supply of coal for steaming purposes at Algiers, Port Said, Colombo and other ports of call on the way to the Orient, it is said, are the rocks to be encountered by freighters engaged in the far Eastern trade. As a result of these difficulties, the old-time sailing vessel is succeeding the tramp steamer in this carrying business. Stocks of coal at the stations along the route are reported as scarcely sufficient to meet the wants of the regular liners and the war vessels, which have been, and still are, passing in increasing numbers through the Mediterranean and the Suez Canal. As a result of this increased demand and waning supply, prices of coal have reached an almost prohibitive point for tramp steamers.

Heretofore freight steamers have taken on only about 500 tons of coal, just sufficient to carry them from one station to another, thus enabling them to ship much larger cargoes. Now, however, they must sacrifice this freight room to carry two or three times the amount of coal that the formerly did. British shipping merchants, we are told, anticipated this lack of coal by converting their steamers in the China and Japan service into oil burners.

If oil were an economical fuel in this oriental carrying trade, it would seem that the Standard Oil Co. would be the first to utilize the oil. Instead, however, it is stated that this corporation for the past year or two has been securing desirable sailing vessels for its Eastern trade. But the increased cost of ships, as well as the element of time, no doubt enters very largely into consideration.

The transfer from steam to sail, however, has been of sufficient tonnage to cause the Philadelphia Maritime Exchange to express its belief that the tramp steamer is to be succeeded by the "square rigger of towering masts and mazy cordage" in the oriental trade. This prediction has caused the Savannah News to put the question: "Are we coming once more to a day of tall spar, bellying sails and really truly jack tars, instead of machinists and freight handlers?"

This state of affairs in the shipping business is, apparently, an anomalous condition and of an ephemeral nature, relatively considered. The closing year of the nineteenth and the dawn of the twentieth century are bringing progress, not a retrograde movement. There is too much latent energy and too much genius in the West seeking an outlet to allow the world to drift back into the days of the sail, simply because coal is scarce and high at the moment. "Necessity is the mother of invention;" the necessity is here; let genius awake!

The Times, of Sullivan, Ind., says: "The Shelburn Coal Co., having settled with its miners, operations will be resumed."

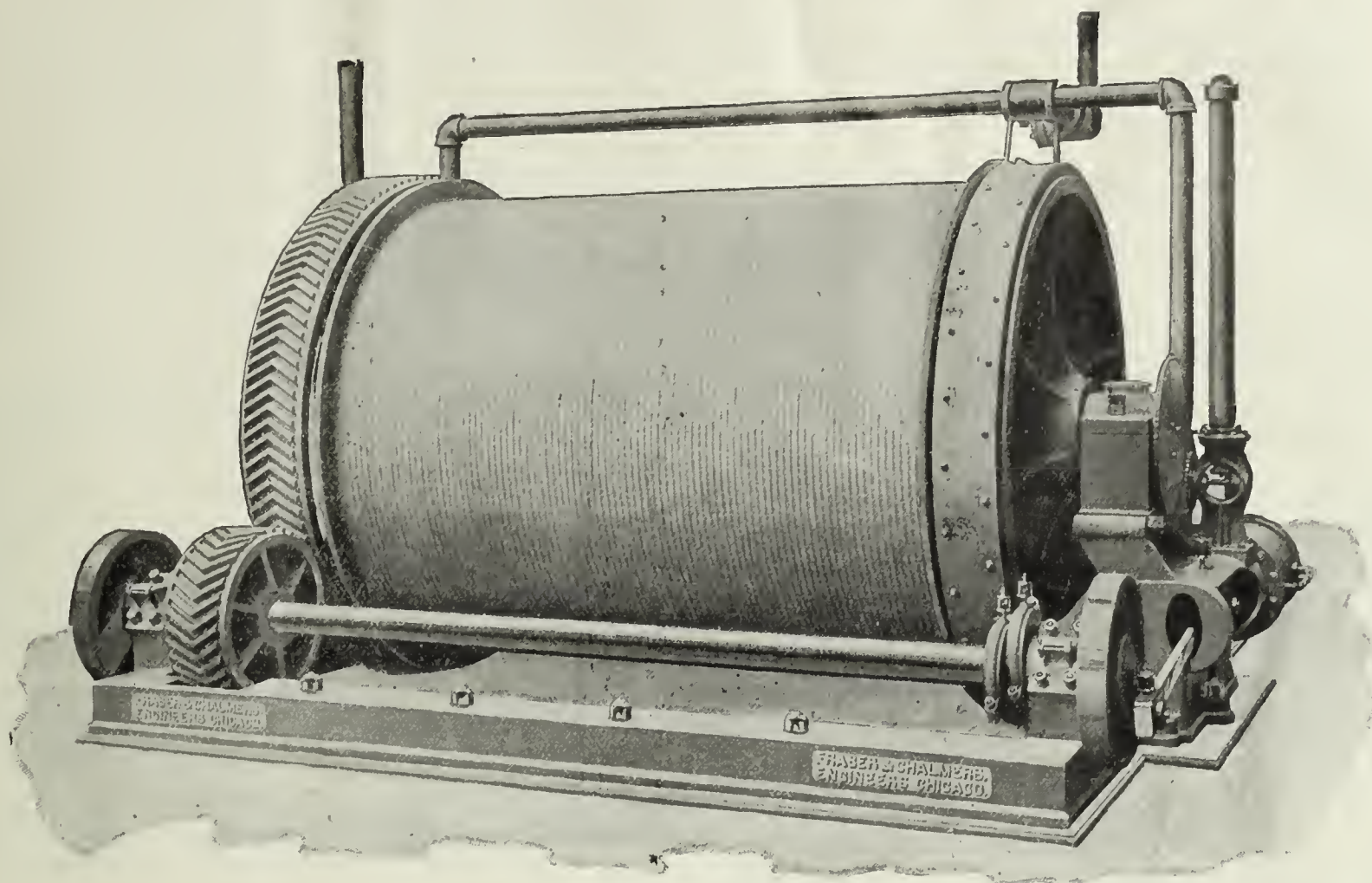
It is said to be the intention of several prominent capitalists of Cincinnati, Knoxville and Chattanooga to effect the consolidation of several coal mines on the Cincinnati Southern railway for the purpose of increasing the output and concentrating the working force. It is proposed to organize a large corporation and consolidate the smaller mining properties under one management. The Cogar Creek Coal Co., of Somerset, Ky., will go into the consolidation, as will possibly Strunks Lane, Archie McDonald, Rankin Brothers and others.

FRASER AND CHALMERS SINGLE DRUM DOUBLE ROPE HOIST.

The accompanying illustration shows a single drum, double rope, geared hoisting engine for high speed, built by Fraser & Chalmers, Chicago, for the Mohawk Mining Co.

on it, one from each end and in opposite directions. With this arrangement hoisting can be done from two shafts with the cages in balance and hoisting from the same level.

The capacity of the hoist is 15,000 lbs., hoisted at the rate of 1000 feet per minute from a depth of 1500 feet, the shaft being at an incline of 41 degrees. One end of drum may be provided with a suitable take-up to adjust



It is thus described: "The cylinders are 14 in. by 18 in. and a link motion reversing gear permits hoisting with two ropes, one leading over and the other under. The drum is keyed to the shaft and is 84 inches in diameter and 104 inches face. It was made this length to allow winding the two ropes

length of rope in use and thus readily permitting changing to other levels from which material may be hoisted.

Further information, catalogues, estimates, etc., may be obtained on addressing the manufacturers.

ASSOCIATION NOTES.

Mid-State Wholesale and Retail Coal Dealers' Association.....393

NEW MEMBERS.

WIER JUNCTION COAL CO., Wier City, Kansas.	T. J. TRULSON, Assaria, Kansas.
MARRY JOHNSON, Lawrence, Kansas.	W. B. JOHNSON, Enid, Okla. Ter.
EDGWAY & MURPHY, Kansas City, Mo.	W. W. CLELAND, Lawrence, Kansas.
RAIRIE CREEK COAL & MINING CO., Kansas City, Mo.	W. R. BIGHAM, White City, Kansas.
AWLEY LBR. CO., Tampa, Kansas.	BADGER LBR. CO., Ramona, Kansas.
AWLEY LBR. CO., Herington, Kansas.	ENTERPRISE LUMBER CO., Enterprise, Kansas.

12
Total - - - - 405

Coal Dealers' Association of Iowa and Nebraska.....613

Wholesale and Retail Coal Dealers' Association of Ohio.....722

The Michigan and Indiana Retail Coal Association.....349

Retail Coal Dealers' Association of Illinois and Wisconsin.....760

The Riverveiw Coal & Coke Co., composed of Francis Rocks, John E. Rocks, Bernard O'Connor, E. D. Fulton and J. C. Work, will develop 110 acres of coal land facing the Monongahela not far from Brownsville, Pa. The block of coke ovens will be built. The coal is not the regular Pittsburg vein, being much better adapted to coke making and at the same time is considered as good a seam for fuel purposes.

Suit has been brought in the United States Circuit Court by the Kineon Oil Co., Cincinnati, against the Louisville and Nashville Railroad Company for alleged breach of contract. According to the bill of complaint a contract for one year was entered into, whereby the railroad company was to carry coal from mines in Jellico county, Tennessee, and Laurel county, Kentucky, at 60 cents per ton. It is charged, however, that the price was raised later to 70 cents per ton, and this the complainant alleges was paid upon the promise that there would be a rebate at the expiration of the contract, which was March 1 last. It is now charged that the defendant company has failed to pay over the difference, as the bill charges it agreed to do, although payment has been demanded several times. The action is brought to recover \$2,979.30, the excess paid.

NOTES.

The Eumawhee Mining Co., on Eumawhee Creek, Talladega county, Ala., near the line of the Louisville & Nashville R. R., has been incorporated with the following officers: Caldwell Bradshaw, President; Fred Sloss, Vice-President; James W. Morey, Secretary and Treasurer. Surveys have been made for an extension from the railroad to the mines, and it will be built at once. The company has already begun operations opening up mines on its extensive properties.

The North Jellico Coal Co. which operates a very large mine near Gray's, Ky., is preparing to open a new mine at a point about six miles south of its present plant, and four miles east of Woodbine, on the Knoxville division of the Louisville & Nashville R. R. The new plant will be equipped with the latest and most improved methods for mining and loading coal. Electric mining machines, electric haulage and automatic tipples will be used. The capacity will be about 1,000 tons per day, probably 1,500 when fully developed.

New West Virginia corporations are: Bear Mountain Coal Co., Philippi; general coal and coke business; capital, \$1,000,000; incorporators: J. W. Ellsworth, of New York City; W. C. Snow, C. E. Gate, C. D. Jury, A. A. Augustus, all of Cleveland, O. The Freeport Smokeless Coal & Coke Co., of Philippi, Barbour county, W. Va., has been incorporated with an authorized capital of \$500,000. The incorporators are, Frank B. Sloan, George B. Wade, George B. Clifton, Baltimore; W. W. Ramsey, D. H. Poling, Columbus Kelley, Philippi, W. Va.

Reakirt Bros. & Co., Philadelphia, Pa., have through their agent, E. D. R. Sutton, purchased nine tracks of land at Piedmont, W. Va., aggregating 1,500 acres, at a cost of about \$200,000. The land lies principally in Garrett county, Md., though some of it is located in the adjoining county of Allegany, one mile from Piedmont, where the firm will establish a local office. The land is underlaid with four, five, six and nine-foot seams of excellent coal, each of which is to be worked. A number of ovens are to be erected to coke all the coal taken from one of the seams.

The Harbison-Walker Co., of Pittsburg, who purchased a tract of coal underlying the Bentley estate and adjacent properties just below Monongahela, have located the shaft. They will employ between 75 and 100 men at once, establishing a mine fitted with modern improvements and hauling plant, with the intention later of mining 500 tons per day for their own use. Mining will be done by electric mining machines exclusively and the haulage plant will be the endless chain system. Robert H. Robinson, of Monongahela has been appointed superintendent and is now in full charge.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

James Bros., Cedar Rapids, Iowa, sold out to the Hawk Eye Coal & Lumber Company.

Jacob Kreb-bach, Adams, Minn., has sold his coal business to A. Bertram, who took possession August 1st.

Mr. E. S. Hotchkiss, Mayfair, Chicago, is making extensive improvements to his yards and coal sheds.

O'ney & Payne Bros., Pawtucket, R. I., were awarded the pumping station contract which amounts to 1,500 tons.

Norman Hodgson secured the contract to furnish the city of Berlin, N. H., with coal for the schools at \$5.90 per ton.

D. K. March & Co., of Laconia has recently bought out the wood and coal business of Gardner, Cook & Son, Concord, N. H.

Sanford's coal yard and sheds at Ravenswood, Ill., were entirely destroyed by the big fire which occurred there on Tuesday of this week.

Mr. Edward Stabler, Jr., Baltimore, Md., chairman, and seven members of a committee of ten retail coal dealers, called on the police board last week and asked that provision be made for the enforcement of the law regarding the weighing of coal. The law as originally passed provided for the appointment of inspectors to look out for dealers selling coal short in weight. The last legislature amended the law by providing that the police department should look after its enforcement. A lawful ton must weigh 2,240 pounds, and the law requires that the driver shall have a slip showing the quantity he is supposed to have in his cart. The board assured the committee that Marshal Hamilton would be ordered to have a policeman designated in each of the eight districts to look out for short-weight loads of coal. In all cases where they suspect a shortage they will have authority to order the load weighed, the empty cart being weighed afterward. The 10 members of the committee offer the free use of their scales for this purpose. The policemen designated for the special work will be changed from time to time.

Coal stealing in the yards of the Boston & Maine and Fitchburg railroads, now under one management, is going to be stopped. William G. Cummings, Worcester, Mass., agent of the amalgamated roads, has had E. F. Keene, a Boston & Maine watchman, appointed a special police officer, and his orders are to warn any caught stealing coal, and if the warning is not heeded to arrest the offenders. It is impossible to estimate the amount of coal we have lost in the last few years from the Boston & Maine yard," said Mr. Cummings yesterday, "but we know that many tons have been stolen. Some of the houses in the vicinity of Boston & Maine and Fitchburg roads, I have been told, are well stocked with coal taken from the railroads, and we have evidence that satisfies us that many people living along these lines steal enough coal to last them summer and winter. Coal stealing from these yards has been going on for years, and railroad men who have no authority as policemen have been powerless to prevent it. Women, girls and boys gather along the tracks every day, picking up pieces of coal that have been dropped from the engines. When they can, they slip into the coal piles and help themselves to all they can carry. Many have loaded up their bins by nightly pilgrimages to the coal yards of both roads, and when spoken to by railroad men, simply move to a place where there were no employees to interfere with them.

We previously noted the proposed construction of the new Erle coal pockets, and the work is now well under way, says the Port Jervis (N. Y.) Gazette. Immense timbers have been drawn to the site between the freight station and the old round house and a large force of men are now engaged in preparing them for the construction of the frame work which will be completed in about a week. The foundation is already finished. When the news of the intended building of the pockets was learned in this village, there were expressions of dissatisfactions on the part of many because they believed that the noise and dust and smoke from the engines would be very annoying, especially to the people of the West End neighborhood. It is claimed, however, that this annoyance will be averted. The coal pockets proper are 180 feet long and sixty feet high and will be enclosed from top to bottom. The storage coal will be raised to the bins in the top of the building by elevators and forced into the tenders by engines below through chutes. Tracks are built on each side of the building, one for engines going east and the other for westbound locomotives. Six engines can coal up at one time and the capacity of the pockets is three thousand tons. In all there are sixteen bins. On the east end of the structure it is intended to construct the sand house. One hundred and fifty feet beyond the coal pockets will be built the ash pits. There are large ditches dug in the ground and an engine coming in off the division runs on the tracks over the pits and empties its fire-box. The ashes are then lifted to cars by elevators and drawn away to some dumping ground. When a locomotive has dumped its fire-box, it then runs to the coal pockets on the same track and receives its supply of coal and then takes on a stock of sand. Then the tracks are so altered that the engines can run into the round house without any backing or switching. It is certainly a more economical, systematic plan for dumping and coaling, and the building rather than being a disagreeable spectacle will be neatly finished and painted and an ornament to the town. The Erie will invest about \$100,000 in the structure and pits and when completed they will resemble the ones built at Jersey City. The contractors are Pratton & Jennings, of Buffalo, and William Kaufman is the designer.

WESTERN COAL AND COKE NOTES.

At Granville, near Peru, Ill., a drilling outfit is testing a lot of optioned land for coal.

It is stated that there is no truth in the reports that the coal at Cambria near Newcast'e, Wyo., is becoming exhausted.

The Indianapolis News says: "The farmers near Riley have agreed to sell their land to the Shelbyville Coal Co., and a new coal field will be opened there."

The coal mines at Sheridan, Wyo., furnish a large share of the supply used west of the Missouri river and employ some 300 miners. The coal is medium grade.

It is reported that manufacturing plants in the gas belt of Indiana are turning their attention towards Terre Haute for coal supply during the coming winter if natural gas runs short.

The Carlinville Coal Co., Carlinville, Ill., which now has 100 miners at work, wants about twenty-five more. The output is about 500 tons a day but it is to be increased to 800 tons.

According to the Blakesburg (Iowa) Advertiser, the Crescent Coal Co. of What Cheer is optioning several thousand acres of land in that vicinity and will open big mines in that neighborhood in the near future.

The Montana Coal & Coke Co., Horr., Mont., are making extensive improvements on their coking plant. A large number of new ovens are being constructed and it is expected to have them complete and in operation not later than September 1.

The Salt Lake (Utah) Herald says: "The Pleasant Valley Coal Co. is advertising for 180 coal miners. Fifty of this number are wanted at Scofield, 100 at Castle Gate and 30 at Sunnyside. At this season of the year it is customary to increase the shifts."

The Indianapolis Sentinel says: "The prospective abandonment of natural gas as a fuel, has led to the issuance of calls to manufacturers in the gas belt with officers of the Pennsylvania Railroad Co. in this city at a future date regarding shipments of coal to this city."

The Stroop mines at Stahl, Mo., have been bought by the Oak Block Coal Co., and started up the first of August. These are new mines and every room and entry is in high coal. They will start six entries at once and have room for twenty-five men. Good miners can get good places and steady work.

The Chestnut Coal Co. has been reorganized and new officers elected at Avant, Mont. F. August Heinze, a Butte capitalist and mining man, is the new president, while J. C. McCarthy, who has been connected with the mines since extensive operations began on them, is vice-president and general manager.

The Memphis Coal Co., Memphis, Mo., has elected the following officers: W. C. Picking, president; F. M. Cowell, vice-president; R. M. Barnes, secretary; George A. Andres, treasurer. The directors ordered the secretary to collect ten per cent of the subscribed stock at once and report at the next meeting.

A deposit of coal underlying some 4,000 acres has been discovered and partially developed at Grande Ronde Valley, near Lewiston, Idaho. The prospectors have run a 250-foot tunnel to the coal and a large body of it is now in sight. These coal deposits are within forty miles of Lewiston and can be reached by wagon in a day's travel.

A deal has been made at Denver, Colo., which practically means the consolidation of the Northern Coal & Coke Co. and the Denver City Coal Co., which will involve more than \$1,000,000 and which will result in several changes in the organization of the Northern Coal Co., is now practically settled and probably will be definitely closed on Aug. 20.

"The work of developing the new coal mine on Carbon river," says the Orting (Wash.) Oracle, "is progressing. Four entries of from 15 to 30 feet have already been made, showing the smallest vein to be 3 feet 6 inches and the largest 16 feet. Two entries more are to be made, and if satisfactory the test of quality and quantity will be deemed complete."

Says the Courier-Herald of Saginaw, Mich.: "Some idea may be gleaned of the extensive operations of the J. H. Somers Coal Co., from the fact that they have mines scattered all over the Ohio and Pennsylvania coalfields, in addition to their two mines at St. Charles, in this county. This little hamlet prior to the sinking of the J. H. Somers shafts was an unassuming little village, but its population has been quadrupled since."

The output of the mines of the Northern Pacific Coal Co., at Roslyn, Wash., is about 3,000 tons daily, but the company cannot get the coal out as rapidly as needed. The coal is in a five and one-half foot vein, with a dip of 26 degrees, making it an easy mine to work. All work at the mine is being performed by the most approved methods. They are working now in the lower levels from a shaft over 600 feet deep.

A letter has been received at Waukesha, Wis., from W. H. Porter, son of Capt. William Porter, which was mailed at Rampart City, Alaska, late in June. Mr. Porter left here in March for the Klondike on a prospecting tour and to look up interests held by one of his friends. He went down the Yukon river as soon as the ice was out and with others located a coal mine, which is being worked by a force of nine miners and is paying better than most of the gold mines.

R. A. Shipp of the Carbondale Coal Co., whose property is near Scofield, Utah, states that active production of coal will begin this fall. A ten-foot vein has now been exposed upon one of the properties, while in another, adjoining the Winter Quarters mine, over four feet of clean coal has been opened up. In addition to this, Mr Shipp says: "A lower vein, thirty feet between walls, has been opened, and that there are many evidences that it is an extension of the big U. P., measures which have been productive of so much fuel."

JOINT-MEETING OF ILLINOIS OPERATORS AND MINERS.

A joint meeting of operators' and miners' representatives of Illinois was held at Springfield, July 31, to consider the question, "Laying tracks by miners at the working faces." It appears that as this was left out of the state agreement, the miners claimed it was left for local settlement, as it really was, because it was voted down in the joint scale committee, and prevailing conditions should continue, hence the unions had no right to change condition in the Fifth and Ninth districts settlements. However, the joint meeting referred the question to a subcommittee composed of the representatives present from those districts, and in that subcommittee motion "that the operators lay all permanent roads" was voted on and lost, and so reported to the joint meeting.

Commissioner Justi, in his report says: "It was shown quite conclusively that in the other districts of the state the local settlements have not contemplated any change in the track-laying conditions prevailing under the previous agreement. It is, therefore, manifestly the right of the operators of the Fifth and Ninth districts to insist upon a continuance of the rule they have previously worked under."

The next question considered was: "Uniform Mine Examiners' wages." The miners stated that this class of employes had united with the union and asked that the operators concur in a state scale of \$2.70 a day. As these men had received their percentage of advance the same as other employes the operators said they were not entitled to further rise. This was on motion also lost.

Another question was: "Uniform rate for dead work." This was reported to the sub-districts interested, with the understanding that Mr. Justi would meet and assist them in effecting a settlement.

Mr. Justi concludes his report as follows:

"If any demand is made upon you for any concession in excess of the contracts under which you are working, please bring the matter promptly to the notice of this office. And do not make such a concession, or take any action that will embarrass the miners' officials in their endeavors to enforce strict compliance with the agreements, pending a careful inquiry through this office. It is the wish of the miners' officials to remove as far as possible the senseless friction among the operators and their employes growing out of unwarranted demands of unauthorized individuals or committees, and I am sure the operators will get the best and most effective relief if they will allow this office to enlist the influence of such officials before anything has been said or done to impair it."

LEHIGH VALLEY RAILROAD.

June.	1898-1900.	1898-1899.	Increase
Earnings and other incomes.....	\$2,265,077	\$2,074,519	\$190,558
Expenses.....	1,848,035	1,693,400	154,635
Net.....	\$417,042	\$381,119	\$35,923
From Dec. 1.			
Earnings.....	\$14,209,658	\$12,273,733	\$1,935,925
Expenses.....	12,196,630	10,427,437	1,769,193
Net.....	\$2,013,028	\$1,846,295	\$166,733

LEHIGH VALLEY COAL COMPANY.

June earning and other incomes.....	\$1,823,506	\$1,551,704	\$271,802
Expenses.....	1,887,578	1,549,800	337,778
Deficit.....	\$64,071	†\$1,905	\$65,976
From Dec. 1.			
Earnings.....	\$10,342,331	\$9,740,289	\$602,042
Expenses.....	10,782,415	10,082,792	699,623
Deficit.....	\$440,083	\$342,502	\$97,581

BOTH COMPANIES.

June.			
Net.....	\$352,071	\$383,023	*\$30,952
From Dec. 1.			
Net.....	\$1,572,943	\$1,503,792	\$69,151
*Decrease.	†Surplus.		

A correspondent at South McAlester, I. T., says: "Most of the coal fields in the Indian Territory that have not yet been developed stand a fair show of remaining in their pristine blackness for a long time to come. The extensive coal fields in the Creek Nation cannot be leased now, and in all probability will not be until a treaty has been effected with the Federal Government. But two or three new mines have been opened up in the Choctaw Nation recently, and none in sight to be opened in the future."

Delaware, Lackawanna & Western Railroad Co.
MINES AND CARRIES TO MARKET

SCRANTON COAL

S. C. SCHENCK, Agent.

Shipments "All Rail," and from yards and docks at Chicago and Toledo.

When you buy "Scranton" be
sure you get the genuine D. L.
& W. Scranton.

C. L. DERING,
Manager Chicago Office,
215 DEARBORN STREET.

**The St. Louis and
Big Muddy Coal Co.**

PRINCIPAL OFFICE:
CARBONDALE, ILL.



MINES NEAR
CARTERVILLE,
Williamson County,
ILL.

CAPACITY

**2,500
TONS
DAILY.**

**HURRICANE
COAL**

SOLE

PROPRIETORS
**HURRICANE
COAL.**

TRADE MARK.

A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

At Philadelphia, it is said, the government is trying to charter vessels to carry coal to Manila at \$8 a ton.

The Willis Creek Coal Co., struck a five-foot vein of coal at the Ideal, one mile south of Byesville, near Cambridge, Ohio.

A new corporation is the Linderman Coal Co., of Bethlehem, Pa., to engage in the mining and shipping of coal; capital, \$300,000.

Vesta coal mine, No. 3, at Coal Center, near Washington, Pa., which was destroyed by fire a couple of months ago, is again in operation.

It is reported that coal operators are prospecting for coal in the fields west of Herdman, near Jackson, O. There is plenty of good coal land in that neighborhood.

It is reported that improvements of considerable extent are now being effected on the Erie & Wyoming Valley Railroad which runs from Laxawaxen, Pa., to Port Blanchard, in the heart of the Pennsylvania coal regions.

A new corporation is the Coal Dealers' Supply Co., 243 Washington Street, Jersey City, N. J., to deal in coal, etc., capital stock \$100,000. Incorporators: LeGrand Bouker, J. Morris Beck and Nelson R. Vanderhoff.

The Connellsville Courier says. "Some capitalists are going to put down a test well on top of the White's Creek Mountain in search of the big coal vein. They have already found two veins four feet thick of splendid coal."

It is reported that before the end of the season the Boston & Maine R. R. will extend the use of coke to the mountain trains. Its use upon the shore trains has been attended with such success that travelers to the mountains are calling for its extension.

The Indian Ridge Coal Co., Connellsville, Pa., has purchased 2,500 acres in the Hickory region. It is understood that the company will open a mine at a point on the Hickory branch of the Little Chartiers creek, at a point near the Burgett mine.

The Ellsworth Coal Co., with mines near Bentleyville, Pa., has completed No. 1 and No. 2 shafts and is now running coal. The company is sinking No. 3 and No. 4 shafts about five miles above Bentleyville and improving all the conditions of the other mines.

In the Youghiogheny shaft of the Penn Gas Coal Co., Irwin, Pa., two compressed air engines are doing the work of forty mules, and where it heretofore required from 16 to 18 drivers to haul the coal to the bottom of the shaft with this system, but four are used.

The Shamrock Coal Co., Hagerstown, Pa., of which A. C. Gruber, of Williamsport is president and treasurer and F. H. Darby general sales agent, is a late enterprise of that city. The company's mines are located in the Pennsylvania region along the Somerset and Cambria branch of the B. & O., 50 miles above Cumberland. The tract embraces 185 acres and the coal, which has been subjected to a rigid examination, is of the very best quality. An eight-foot vein has been opened and the company expects to get out 25,000 tons of coal the first year.

It is estimated that by the close of the fiscal year that the Pennsylvania will have increased her tracks to new coal, coke and lumber fields alone about seventy-five miles, this does not include the new Etna branch, which is intended as a cut-off rather than a "tapper."

The Continental Coke Co., Uniontown, Pa., is now at work on their No. 1 plant just outside of the Borough line on the west side of town. This will be the third works of the company on their large tract of coal lands, No. 2 plant being located two miles west of town and No. 3 west of Walnut Hill. Each of the three works will comprise 400 ovens and will be thoroughly equipped in every way.

Joseph Bisler of Steubenville, Pa., has closed a deal by which he has secured options on the largest tract of coal lands in the county. He is negotiating with English capitalists, who propose to open mines of importance. In all about 8,000 acres have been leased, taking in about 50 farms. The land lies in Wayne and Cross Creek townships, and the Panhandle railroad runs through it.

Before the close of the present year the Pittsburgh & Baltimore Coal Co. expects to have developed its 3,000 acre coal tract, near Pittsburgh, to the extent of a daily output of 2,000 tons a day. It has been delayed somewhat by a railroad controversy, but this has now been adjusted and the Baltimore & Ohio will build an extension that will enable it to load and transport the product of the new mines.

The Luhrig Coal Co., Cincinnati, Ohio, gave its miners from Athens a free excursion to that city last week. The miners numbered twenty-five and were met by local representatives of the company who took them around on the trolley cars, showed them the hilltops and main buildings, the Zoo, Lagoon, Chester park, and gave them a ride to Coney. It was the first time for the miners to see Cincinnati.

A correspondent at Washington, Pa., says: "The million-dollar coal sale that was anticipated to take place, whereby 50,000 acres of land in Washington and Greene counties would pass into the hands of Eastern capitalists, promises to fall through. The hitch is caused, it is said, by defects in the options and not because the prospective purchasers are not anxious to purchase the coal. The prices to be paid according to location, ranged from \$16 to \$20. The agents secured options on farms extending from Ten Mile almost to West Finley, much scattered."

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SOUTHERN COAL AND COKE NOTES.

James W. Stafford, has discovered coal on his farm near Gainsboro, Tenn. The quality is said to be good.

It is reported that coal has been found at Greenville, S. C., though nothing is said of the extent of the find.

Apparently everything is running smoothly in the George's Creek region in Maryland, and no further trouble is expected.

The Linderman Coal Co., of Bethlehem, Penn., has been incorporated at Dover, Del. It will engage in mining and shipping coal. Capital, \$300,000.

The Central Coal Co., of Cumberland, Md., has bought 3,000 acres of coal land in Marion county, and around Fairmont, W. Va., and will proceed to develop it at once.

The Red Rock Coal Co., Enid, Okla., is about to sink a shaft to the coal on land recently purchased. The coal lies in a six-foot vein and it is claimed to be as good as any in the territory.

The meeting of coal miners and coal operators at Coal Creek, Tenn., has adjourned without reaching a conclusion, to resume again August 27th, just previous to signing the year's contract.

The Mile Branch Coal Co., Charleston, W. Va. Coal and coke business. Capital, \$50,000. Incorporators: J. Q. Dickinson, J. B. Lewis, J. L. Dickinson, R. G. Quarrier, M. Jackson, all of Charleston.

A new corporation of Westminster, Carroll county, Md., is the Citizens' Lbr. & Coal Co., and the following officers elected: Charles C. Gorsuch, president; John T. Brown, treasurer; and Harvey S. Witter secretary and manager.

The Moore Mining Co., Birmingham, Ala., is preparing to establish a mining camp near Tulse, a small station on the Birmingham Mineral Railroad in Shelby county. A good sized coal mine will be opened and houses will be built for the employees of the mine.

The Palestine Coal & Mining Co., now has coal taken in commercial quantities from the mines near Palestine, Tex., on the Missouri, Kansas & Texas. It sells rapidly. The incline built to the entrance of the mines is now finished and wagons are loaded at the entrance.

A press telegram from Cumberland, Md., says: "William Warner, leader of the recent coal miner's strike in the George's Creek region, was sentenced August 4th to six months in the house of correction, on a charge of unlawful assembly. He was also fined \$25 and costs in a libel case. Warner will appeal in both cases."

A dispatch from Birmingham, Ala., says: "Announcement was made August 4, of a reduction of 2½ cents per ton in the wages of the coal miners of the Tennessee Coal, Iron & Railroad Co., and as the sum paid by that company governs the wages paid by all the mine operators in the state, the reduction becomes general, affecting upward of 12,000 men. A committee of the miners of the Tennessee company made its monthly investigation of the company's selling books, and found the iron was bringing less than \$11, hence wages go down from 55 to 52½ cents per ton."

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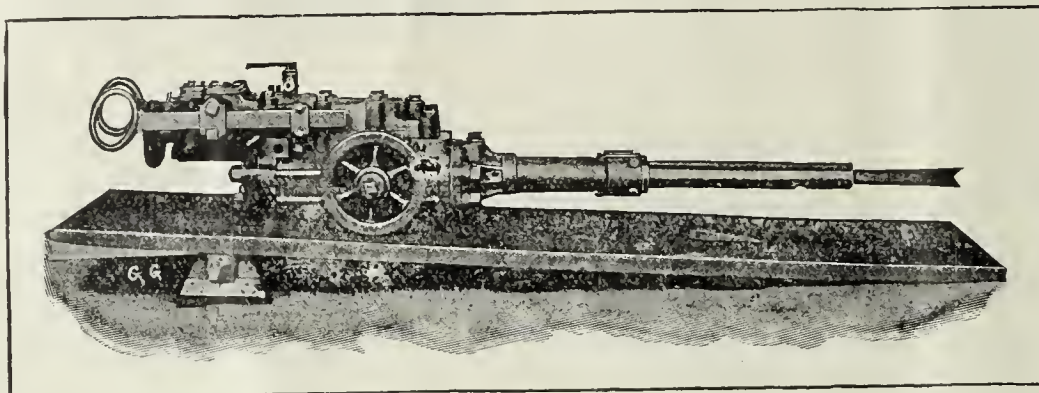
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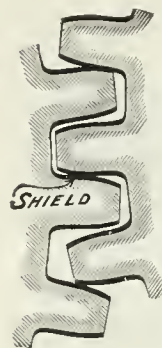
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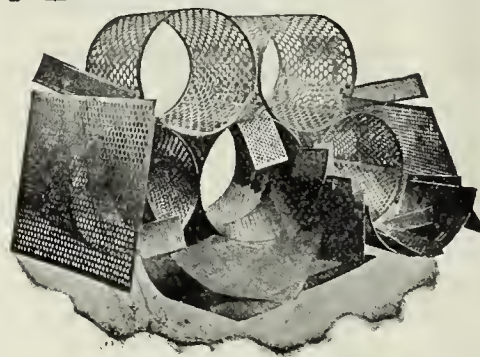
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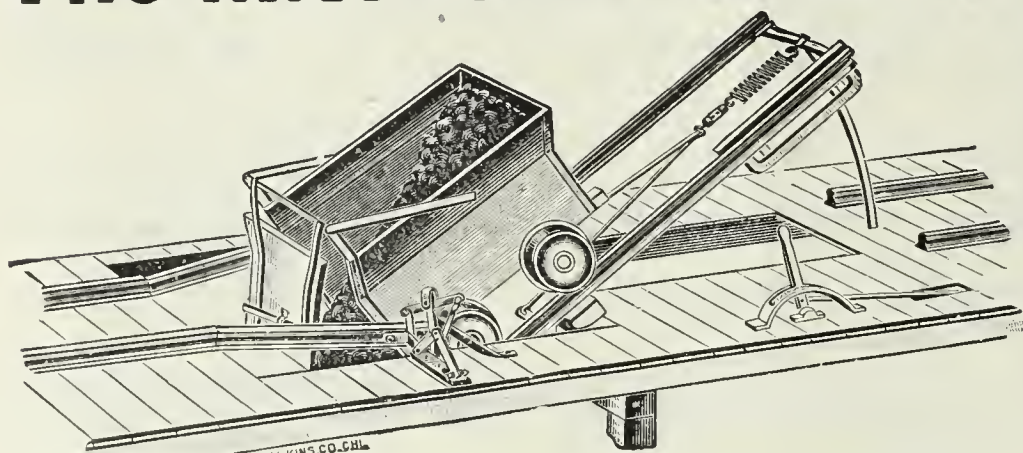
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BY THE BLACK DIAMOND COMPANY,

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VOL. 25. AUGUST 18, 1900. No. 7.

MARKET REVIEW.

Anthracite coal receipts by lake at Chicago from July 1 to July 31, 1900, according to the Bureau of Coal Statistics, show a decrease as compared with the same period last year; all rail receipts increased, but shipments from Chicago greatly decreased—some 530 cars—the falling off for the year being 2,715 cars.

Receipts of bituminous coal at Chicago for the same period, and comparison at above, show an increase from all the states supplying this market, except West Virginia, the tonnage of which has decreased. Shipments from Chicago have increased by upwards of 1,000 cars.

Coke receipts at Chicago during July increased slightly, but shipments show a large decrease, due to the continued quietude in the iron trade.

Some interest, not unmingled with a little anxiety, has been manifested by certain agents of anthracite companies as to the outcome of the delegate convention of miners at Hazleton this week, but apparently this has passed away, and it may be said now with little fear of contradiction that there will be no joint meeting of the coal companies and operators and their union employes to discuss the alleged grievances of the latter.

Anthracite coal is in good supply throughout the West, and if there was not another ton received during the next four months, there would be ample for all; but after that—well, time enough to cross the bridge when one comes to it. Hence any labor trouble which would curtail the output would probably be regarded as a blessing in disguise, because it might enable the companies to obtain good prices for coal, here and in the East. There is plenty of

anthracite on hand for present requirements, and nobody seriously maintains that the July circular is rigidly adhered to by the interests generally. Current demand at any of the large Western distributing points is of very light proportions, and there is a possibility that buyers may all come into the market at about the same time, in which event there may be disappointment for the tardy ones. For some weeks the anthracite trade has been not only disappointing, but there has been an almost utter absence of seasonable inquiry, for which it is hard to account, as the closing days of the last summer month are usually characterized by some degree of activity in both demand and inquiry. There is also less movement of coal than usual at this time of the year, and this is particularly the case with regard to shipments to Missouri river points, though a fair tonnage will be forwarded thither at the end of this month.

Bituminous coal has certainly improved in regard to general outside business, though the betterment is in the line of inquiry rather than actual demand or orders. That there is any improvement is a matter for congratulation when the recent severe and protracted heated term is remembered. Until soft coal moves faster from docks along the whole chain of lakes there will be light shipments from Lake Erie ports, and to certain points they may cease altogether for some weeks, as many large consumers and big buyers appear to be in no hurry to have it moved. In a general way steam coal is quiet all through the West, and locally it is rather more inactive owing to the reluctance of many manufacturing plants to resume operations. While this is only temporary it is sufficient to cause a much greater accumulation of coal on track and the further weakness in price on all varieties of steam grades. There has been some clearing up of annual contracts for soft coal, and during the week several have been closed. The usual fall activity will very soon make its appearance, when there will be business enough for all, producers, shippers and dealers.

Coke continues dull, with a downward tendency due to the general inactivity in the iron and steel interests. While some grades are fairly steady, others droop. There is no improvement in sight.

Our New York representative reports the anthracite market strong, with coal moving off freely. Eastern buyers and those at shoal water ports are anxious to have their orders accepted at current circular for later delivery, but it is understood that the business is not wanted on any such terms. On account of probable trouble at the mines dealers generally are ordering anthracite coal in excess of their present requirements. The companies so far have had little opportunity to stock the usual tonnage and on certain sizes there is a considerable shortage. It is estimated that the market will require an average monthly output of four and one-half million tons until the end of the year—eighteen million tons. With the present mining force it is not believed that the mines can produce that much coal, and that strike agitation will make matters worse. Soft coal on the Atlantic seaboard is in fair condition and demand improving for all the better grades. The trade in general expects a better trade in bituminous for the remainder of the year. There is also an improvement in the inquiry for coal from foreign countries and some buyers from abroad are investigating for themselves, as to quality, facilities offered, etc. Along the Sound business is better and shipments are more active and New York harbor trade also shows improvement. All-rail trade is taking a large amount of soft coal but is less popular with producers than tidewater business which affords better returns. The production of coal in the George's Creek region is now about normal. Transportation from mines to tide is slow and car supply not up to the demand.

Buffalo advices are that there continues a great surplus of soft coal and prices are easy. Anthracite shipments by lake show a good deal of irregularity, the average amount going out is still low and shipments westward for the week aggregate 59,220 tons, distributed as follows:—Chicago, 21,850 tons; Milwaukee, 15,200 tons; Duluth-Superior, 6,400 tons; Toledo, 3,210 tons; Waukegan, 2,675 tons; Racine, 2,030 tons; Gladstone, 1,900 tons; Kenosha, 1,200 tons; Depere, 1,165 tons; Hancock, 1,000 tons and smaller quantities to other ports, all anthracite except 350 tons soft coal to Depere and 505 to Port Colborne. Water rates have again receded and 30 cents applies to Chicago, Milwaukee, Duluth and Gladstone, while to other ports the range is from 25 cents to 50 cents.

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AUGUST 16, 1900.

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The anthracite coal trade continues strong and the bears are little in evidence these days realizing evidently that their usual predictions for a slump in the market will not be verified this season. Coal is moving off quite freely with most shippers and there are some signs in the past few days of a more active demand from nearly all the consuming territories. Dealers eastward and particularly the shoal water ports are more eager for coal and are trying to book orders for deliveries ahead as far as the companies will permit, though we understand that no one is accepting any long time orders at the present circular figure. The reason of the small surplus of coal over the daily requirements noted during the past few weeks is largely attributed to the possible labor troubles at the mines, as dealers and consumers at nearly all points are ordering somewhat in excess of their present requirements so as to have some little stocks ahead. The companies as a result have had but little opportunity to put in stock the usual amount of coal, and on some of the sizes they report a considerable shortage, and are already beginning to worry as to how they will be able to meet the more active fall demand with the curtailed output at the mines. It is estimated that an average output of over four and a half million tons will be required for the balance of the year yet, it is not believed that the mines can produce this with the present supply of miners. All the companies report a curtailed production and say that this condition will be more forcibly felt as the season advances. Broken coal continues to be short with most interests with a strong demand for egg coal. Stove coal seems to be the most plentiful at the moment though it is not burdensome. The steam sizes are very firm and producers have difficulty in getting enough of these sizes to meet the demand. No doubt consumers realize the present status, and which may produce a dearth in steam coals when winter comes on and are therefore guarding against any such stringency by providing some, stocks ahead. The output at the mines though curtailed to some extent is about up to their limit which seems to be well within the present consumption. The chief interest in the trade centers around the union miners' convention, now convening, and while a general strike may be averted it is thought this will only be possible by meeting the men and showing no desire to ameliorate their grievances. It does not seem as if the operators can afford to have a strike this year above all others, as they would be affected in several ways.

The Atlantic seaboard soft coal trade is in a very fair condition. The demand is improving and all the better classes of coal are doing a brisk business and it is believed that this is being felt by the poorer coals. The talk in the trade is that there is going to be a good business for the balance of the year. There is again considerable inquiry from abroad and we hear of foreigners themselves coming to this country with the idea of investigating the different coals and trying to establish agencies of various kinds, and where not able to do that to find out where they can buy coal by the cargo. There appears to be a feeling that they would without doubt throw over their usual methods of doing business, that is on a c. i. f. basis, and take coal f. o. b. They inquire closely into the different qualities, capacity of mines, etc. Trade on the far East is taking a considerable amount of coal and is calling for more than it is getting at shoal water points. Business along the Sound is improved and coal is being shipped there quite freely. New York Harbor trade has not improved to the extent of the other two previous points mentioned, still there is not as much coal afloat here as there was, and must therefore report it in a better condition. All-rail trade is calling for considerable coal, though producers do not care for that class of trade as much as they do for tide, as the prices do not show as good returns. The George's Creek strike seems to be entirely a thing of the past and we are told that the product is nearly up to the maximum.

Transporation from mine to tide is slow and it is taking a week to ten days to run through from the mines to New York Harbor. On that basis of time however the coal is coming through quite regularly and if a stream of coal is started at the mines, it can be counted upon for fairly steady shipments. Car supply is not fully up to the demand though taking all things into consideration the railroads are doing fairly well in this respect. We do not hear much of coal blocked at tide and judge from several reasons that the railroads are watching this thing closely and keeping their roads clear. It will be interesting to note if they will be able to continue to do so if an increased pressure for coal is brought to bear upon them later. In the coastwise vessel market the larger class of crafts are plentiful, but the smaller shoal water type of vessels are scarce and in fair demand. Rates firm at the prevailing quotations and with further demand it would seem to indicate that rates might advance some in the near future. We quote current rates of freight from Philadelphia as follows: Boston, Salem and Portland, 70 cents; Providence, New Bedford and the Sound, 60-65 cents; Wareham and Gardiner, 75-80, with towage to latter port; Lynn, 80 cents; Newburyport, 85 cents; Portsmouth, 70-75; Dover, \$1.00-\$1.15 and towage; Saco, 90 cents and towage; Bath and Gardiner, 75 cents. The further lower ports are about 10 cents above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

AUGUST 16, 1900.

The complaint made last week that there was a great overplus of soft coal is repeated now, though most of the members of the trade are trying to find a reason for calling the prices firm. Still it is a fact that not a few cuts are made under the quoted prices, though whether there is enough more of this sort of dealing than usual to lead up to a general break is doubtful.

Some of the dealers are saying that the limit has about been reached, so that there is reason for expecting a greater stability before long, unless everybody is willing to do business at a loss. This was pretty nearly the condition of things before the prices advanced and the more progressive members of the trade are fighting against a return to the old profitless trade.

There is, for some reason, a great surplus of slack coal, which is selling very low, especially as it has come into competition with anthracite screenings, which did not advance in price and are largely used to reduce the smoke nuisance.

The season for large contracts of soft coal is now over, nothing being left unsettled but the waterworks supply, which was somewhat in dispute. Donnelly, Dunham & Co., however, state that they are furnishing it, though the common council cannot now act on the contract till it resumes its sessions next month.

The quotations of soft coal, based on Pittsburg net are, \$2.50 for lump, \$2.40 for lump and nut, \$2.30 for mine run, \$2.00 for slack and \$3.00 for Blossburg smithing, all on board cars; \$2.80 for steamboat fuel delivered.

There is a move to cut down the price of fuel. Vessel owners say that it is entirely too high as other things are going, though the dealers do not look at it that way.

There is a considerable irregularity in the shipment of anthracite coal by lake of late, some of the interests making fine spurts and others dropping out entirely. The average is still low and will remain so till the eastern authorities send more coal in this direction.

Shipments by water for the week amounted 59,220 tons, distributed as follows: Chicago, 21,850 tons; Milwaukee, 15,200 tons; Duluth-Superior, 6,400 tons; Toledo, 3,210 tons; Waukegan, 2,675 tons; Racine, 2,030 tons; Gladstone, 1,900 tons; Kenosha, 1,200 tons; Depere, 1,165 tons; Hancock, 1,000 tons; Marquette, 700 tons; Port Colborne, 585 tons; Bay City, 500 tons; Port Clinton, 400 tons; Lake Linden, 400 tons, all anthracite except 350 tons soft to Depere and 585 tons to Port Colborne.

The total collapse of lake rates on coal make some of the shippers anxious to increase their shipments, the figures being 30 cents to Chicago, 30 cents to Milwaukee, 30 cents to Duluth, 25 cents to Toledo, 35 cents to Waukegan, 35 cents to Racine, 30 cents to Gladstone, 35 cents to Kenosha, 40 cents to Depere, 35 cents to Hancock, 35 cents to Marquette, 25 cents to Port Colborne, 40 cents to Bay City, 50 cents to Port Clinton and 35 cents to Lake Linden.

Anthracite prices remain firm, with some shippers complaining of an increased scarcity of chestnut. Though the western shipments are not up to the amount of last season a moderate increase would make them so.

General prices of anthracite per long ton on board cars at Buffalo or Suspension Bridge, Grate, \$4.25; egg, stove and chestnut, \$4.00; pea, \$3.00.

Buffalo local anthracite per net ton from trestle; Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00.

Manager Batchelor of the Delaware & Hudson interest has gone to New York and E. C. Roberts of E. L. Hedstrom is in Pittsburg on business this week.

CONNELLVILLE, PA.

AUGUST 14, 1900.

The Courier says: "The production of coke in the Connellsville region is going backward at the rate of over 10,000 tons a week. Blast furnaces that use coke going out in all parts of the country are making sad holes in the record breaking figures this district has been indulging in for the past ten or twelve months. There is consolation to the dullness though, and that is that it will not be lasting. Two months at the furthest will see nearly all the ovens that have gone out of blast recently back in the producing column."

"It is nearly three months ago since The Courier predicted a considerable curtailment of coke production. Exceptions were taken in some quarters of the market to the statement that there would be a drop of upwards of 50,000 tons a week by August. How true was this prediction can easily be seen by a comparison of the figures then and now."

"Furnace coke is quoted at \$2.25-2.35, and foundry coke \$2.50-2.75. These figures are for standard Connellsville. Demand for coke at present is very dull. Outside of the orders contracted for there is little or no inquiry for new business. Prices keep well above \$2 for foundry and furnace coke. For furnace \$2.25 to \$2.35 is quoted, and for foundry \$2.50 to \$2.75 is asked. Operators on the borders of the Connellsville region are offering their product at \$2 and lower in one or two instances. They are anxious to get their coke on the market for a trial before the fall boom sets in. The furnacemen, however, continue to show a preference for standard Connellsville even at steep prices."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

The work of building three hundred miles of new branch lines of railroad in the section of Pennsylvania between Pittsburg and Monongahela will be completed by May 1, 1901. These lines traverse bituminous coal fields having an area of 4,500 miles and containing enough coal, it is said, to supply traffic for two hundred years. The coal beds are from 2 feet 6 inches to 12 feet in thickness. The largest amount of construction will be done by the Pennsylvania Railroad.

CHICAGO MARKET.

Considerable comment and gossip is being indulged in with regard to the status taken by the anthracite miners at Hazleton, Pa., where they are holding a delegate convention for the purpose of seeking a redress of certain alleged grievances. The demands formulated, and which are to be presented to the coal companies, appear to be of sufficient importance to receive some consideration, though it is doubtful if the operators will give heed to any grievances which are handed to them by or through union officials. There can be little doubt that whatever action may be ultimately taken by the miners, it will leave its impress on the market. A strike of any importance commenced among the miners in the several districts in the anthracite field will be fraught with interest at this time of the year and may cause not only strengthening of the market, but also an almost certain advance in selling prices. It may be remarked without fear of contradiction, that any serious labor disturbances which would restrict the output, would undoubtedly be felt by the trade West as well as East; though probably more so in the latter than the former, but the consequences would be serious in every market where anthracite is sold.

There is little change to be noted in the anthracite market, inquiry and demand are equally light with small chance for any great improvement for probably another week, and this, too, notwithstanding the menace of a possible strike in the coal regions of Pennsylvania. It must be quite understood by all readers of THE BLACK DIAMOND that while there is no desire to bias buyers, yet, the situation at the collieries and between the miner and operator is sufficiently strained to cause some apprehension as to what the outcome will be, although it is hoped that the influence of the settled element among the miners may be powerful enough to prevent a general strike and the misery and trouble that would follow in its wake. In the meantime there is but a small volume of business being transacted either at wholesale or retail, and the regular circular is more or less ignored.

Bituminous coal is in better demand and some of the inquiry coming forward is from far away points, showing that supplies in certain directions have been more or less uncertain, or that proper attention has not been paid to the inquiry at other distributing points. Domestic and commercial business is picking up and in some directions the demand is fairly active. Quite a good deal of Ohio coal is going forward into the interior which is an infallible sign that domestic trade is commencing to feel the impetus usually imparted during the late summer. There is still a large quantity of steam coal on track and on certain grades price is merely nominal. The recent protracted hot spell is probably responsible for a portion of the accumulation of steam varieties; at all events there is a better movement noted now.

Coke is not only dull, but demand, such as it is, is irregular, while prices, in nearly all varieties except strictly standard grades, are low and more or less weak.

SAN FRANCISCO, CAL.

AUGUST 8, 1900.

Since the "Moana" left there have been the following deliveries of coal: "Hiddekel" 4,110 tons, "Sir Robert Fernie" 3,911 tons, "Craigerne" 2,996 tons, "John Ena" 4,240 tons, "Robert Duncan" 3,478 tons, "Ancaios" 2,820 tons; total, 21,555 tons. There are on the chartered list for coal from Sydney and Newcastle forty-five vessels, with a carrying capacity of about 140,000 tons. This is an increase of 14,000 tons since last mail. Although the deliveries the last thirty days have been 12,618 tons greater than the previous month, still one has gone into yard, but has been delivered direct to consumers, who purchased same prior to arrival. There is but little Australian being loaded which has not passed from first hands prior to being delivered to ship. Colonial freights are firm at advanced rates, and few carriers procurable. The Honolulu demand still remains brisk, engagements are being made twelve and fifteen months ahead at full freight rates. Foreign coals now pay the regular tariff duty in Honolulu; this is as onerous a duty for them there as it is here, protection on an article which is not produced. America is now supplying the world with coal, yet demands protection for coal producers. Crude Oil is aiding to rescue our large fuel consumers by their daily increasing output, which serves to keep our Coast colliery proprietors from establishing too high a valuation for their products.

CINCINNATI, OHIO.

AUGUST 15, 1900.

This week has seen a marked improvement in the local business. The flurry in prices noted last week has passed over, and the market has gained strength much faster than anybody thought it would. The demand for steam coal is excellent, showing that the factories and mills are running nicely, and the orders for family coal are coming in more plentifully. Unless something occurs to cause the dealers to break faith with each other, the price of retail coal will remain at \$3.00 a ton delivered for some time. The rail business is all that the shippers can ask for at this season, and there is little tendency to lower prices. Lump is worth \$2.50 on cars, mine run is worth \$1.90 and nut and slack \$1.75 and \$1.80. River lump is quoted at 7½ cents a bushel in barges for Pittsburgh, and the best Kanawha, and as low as 6 cents a bushel for other grades. Nut and slack ranges from 5 to 5½ cents a bushel afloat in barges. Soft coal is \$3 a ton delivered to consumers in the city proper, and \$3.25 on the hill tops. Anthracite is worth \$6.25 a ton delivered anywhere in the city. Gas coke sells for 9 and 10 cents a bushel delivered.

PHILADELPHIA, PA.

AUGUST 15, 1900.

The anthracite coal trade continues in a very satisfactory condition. The small production for the month of July has had a strengthening effect upon prices and created a somewhat more active demand. The companies report a fair number of orders on hand which seems to be sufficient to take all the coal as it comes forward, making the trade run along without much talk, and but little coal finds its way to the stocking grounds. The demand shows improvement from day to day, and consumers are inclined to order in excess of their wants in order to accumulate some stock for future use, which they believe will come in very nicely later on, as there is a growing feeling in the trade that there is likely to be a shortage of coal this fall, even though there is no strike at the mines, on account of a natural curtailment due to a scarcity of miners. The present status of the trade is considerably better than is usual at this season of the year and it is thought that it is now well out of the woods, and barring the possibility of a strike will likely be a record year both as regards tonnage and prices. Line trade proper is calling for a good deal of coal which seems to be a little earlier and of larger volume than is usually looked for. Nut coal continues short with much interest, which is also true of broken coal, there being little to be had for prompt shipment and producers are only accepting orders for these sizes when taken with other coals. Steam sizes are very firm and the strong demand has prevented the usual stocking of these sizes, which will undoubtedly effect prices when winter comes.

The soft coal trade continues to show an improved condition especially on the better grades of coal which appear to be quite active. The George's Creek operators report more business than they can attend to and are obliged to turn down orders from day to day while some of the further lower ports are behind on their shipments and vessels are considerably delayed waiting for coal to arrive at the loading ports. The poorer grades are also thought to be more active and prices are a little better than they were. Export trade shows considerable inquiry and it is thought that foreign buyers are more inclined to place orders on an f. o. b. basis than they were on account of their extreme needs, with the result that shipments abroad are showing some slight increases. The far East seems to be the most active of the various consuming territories though all-rail trade is calling for a good deal of coal, indeed more than is being shipped them at present. Points this side of Cape Cod are also showing a better demand.

Transportation from mines to tide is slow though coming through fairly regularly. Car supply is not up to the demand, but it is better than it was.

In the coastwise vessel market, large vessels are plentiful but the smaller crafts are scarce and rates are firm at the following quotations: Boston, Salem and Portland, 70 cents; Sound ports 65-70; Wareham, Gardiner, 75-80, with towage to latter port. Lynn, 80; Newburyport, 85; Portsmouth, 70-75; Dover \$1.00-1.15 and towage; Saco, 90 and towage, Bath and Bangor, 75.

BALTIMORE, MD.

AUGUST 14, 1900.

Most of the strikers in the Georges's Creek region are back to work and more of them likely to be. Some of the men are unable to find employment at the mines, as the companies will not work as many men for a month or two as they did before the strike. The union leaders are trying to get the men out again by raising the cry of "black list," but the men and their families have suffered too much and another strike will not occur in this region for a long time to come.

Vessel rates firm. We quote: Bangor, 85; Bath, Me.; 80; Portland, 75; Boston, 75; Salem, 75; Portsmouth, N. H., 80; New Haven, 70; Bridgeport, 70; Providence, 70; Allyn's Point, 70; New Bedford, 70; Somerset, 80; Fall River, 70; New York, 55; Galveston, \$1.00-2.00; Jacksonville, \$1.00-1.15; Savannah, \$1.00; Port Royal, S. C., \$1.25; Charleston, \$1.10; Velasco, Texas, \$2.35; Tampico, Mexico (coal) \$2.00; Vera Cruz, \$3.00; Key West, \$1.00-2.00.

Charters issued last week: Schrs. Horace W. Macomber and Madeline Cooney—Baltimore to Boston, 75c.

Stmp.—Baltimore to Venice, p. t.

Schrs. C. A. White, Independent and Samuel Dillaway—Baltimore to Boston, 75c.

Schrs. Marie Palmer and Eva L. Ferris—Baltimore to Boston, 75c.

Barge Dessong—Baltimore to Providence, 70c.

Schr. Henry Withington—Baltimore to Boston, 75c.

Schr. Charles E. Balch—Baltimore to Boston or Portland, 75c.

Br. Stmp. Laureldene—Baltimore to Guttenberg 19s. 3d. August.

PITTSBURG, PA.

AUGUST 16, 1900.

Nothing of any importance doing in the coal trade circles and the usual midsummer quietness prevails everywhere.

The Monongahela River Consolidated Coal & Coke Co., recently purchased 216 acres of coal land in Elizabeth Township, for \$20,000. It is said that the land will be developed at once.

A Pennsylvania R. R. official is reported as saying that unless there occurs some unforeseen slump in business, the coal traffic of the system this season will amount to nearly a sixth more than that of last year. The first half of the year's business warrants this statement.

J. H. Somers Co.'s coal works at North Bellevue have been sold to the Pittsburgh Coal Co. The plant embraces 300 hundred acres of coal.

The Crabtree and Jamison works, two of the largest coal mining plants in the vicinity of Greensburg, have announced a reduction in wages of 20 per cent and 10 per cent respectively.

The shippers of coal by water at Pittsburgh have decided to follow in the wake of the railroads who have adopted steel cars in the haulage of coal and such merchandise, and build steel coal barges.

The Monongahela Southern road, which is to be constructed to tap the coal fields in Washington county, and will connect with the Union R.R. at Olivers Hollow, near Duquesne, will be built by officials of the Pittsburgh, Bessemer & Lake Erie.

The new shaft of the Pittsburgh Coal Co., Bay City, Mich., is now down to the coal, and room opening has commenced.

WHEELING, W. VA.

AUGUST 16, 1900.

The week has shown up a considerable increase in strength in the coal and coke situation in West Virginia. The dullness of July and a part of June, while it was felt somewhat in the big mining centers was not sufficient to make itself apparent to the casual observer or to the business man whose trade does not reach immediately to the coal producers. However, the resumption of many of the country's big industries and the probability that the next few weeks will see the iron and steel traders doing about all they have capacity for has boosted things among the mines and another week or two of restricted output is about all that can reasonably be expected.

Fairmont is working probably two-thirds full capacity, most of the mines giving all their men four days a week. This has not given more output than there was demand for, and has created no surplus, so it will be seen that the dull season has not been bad. The strike at the Pinnickinnick mines near Clarksburg where the personality of a doctor is the matter in dispute, is still on with no indications of an early settlement. The company's doctor is still ready to mend fractured bones, feel pulses and look at tongues, but the miners do not take to him, and he is without patients. A big new mine is to be opened on the farm of Governor Atkinson's wife, in Harrison county. Pennsylvania parties are to operate the mine under a lease, agreeing to take out 20,000 tons of coal a year at the minimum, though to judge from the sort of a plant they are putting in, the output will be many times that amount. Purchases of coal land still continue to be reported from the interior of the state, and at the rate at which coal lands are changing hands all of it will be in the hands of developers within a few years. The West Virginia Central mines have all advanced the rate for minning ten per cent, putting the earning capacity of the men even with, if not a little in advance of any region in the state. In the Norfolk and Western region, things are moving along steadily and smoothly as usual, and the demand keeps every mine working nearly up to capacity. Since the last report, four more coal companies have been chartered to operate in the Norfolk and Western region. Whether or not they will all mine coal, remains to be seen, for charters for coal companies are frequently taken out for purposes of exploitation and stock selling.

The Kanawha River is very low, but the government dams gives ample water in that part of the river which is of value to the mines. There are a good many boats in the pools, and until they are all filled the matter of water makes little difference. The Ohio River is down to sandy bottom and the boats are all tied up to the bank, so there could be no shipments South, anyway. The mines are all busy, and preparations for the next rise in the Ohio are being made on such a scale that the Kanawha mines will cut a big figure in the lower river markets. The Kanawha and New River rail shipping mines are doing a good business, both to the East and to the West.

DEATH OF LOUIS RANDOLPH BARRETT.

On Sunday, August 12, 1900, expired unexpectedly, due to heart failure at Colebrook, N. H., Mr. Louis Randolph Barrett, eldest son of Sarah R. and the late James M. Barrett, a prominent man in the coal trade, and Eastern sales agent for the Lehigh Valley Coal Co. The news of the sudden death of Mr. Barrett, who was a great favorite in the trade and among his personal friends and highly esteemed for his business integrity, proved a great shock to all his acquaintances, especially so, as he had apparently been in better health of late than he had been for years. He left for New Hampshire on July 31, to take a two months' vacation and seemed to be in the best of health up to the day before his death, when he went for a long ride on horseback with his son and on his return complained of a pain over the region of the heart which, however, was soon allayed, but returned again later in the evening, when his physician was again called on who forbid him taking any violent exercise. He appeared quite well after this until Sunday morning when he had a third attack from which he expired in about fifteen minutes. Mr. Barrett entered the coal trade with Pardell & Co., and in 1877 went with the Lehigh Valley Coal Co., becoming their Eastern sales agent in 1885 and holding this office up to the time of his death. The coal trade in which Mr. Barrett has been prominent for the past twenty-five years, suffered a severe loss by his death, but he will always be remembered by his many friends as a generous and whole-hearted man. He leaves a widow and one son. Funeral services will be held at his late residence, 73 Beach Street, Bloomfield, N. J., on Thursday, August 16, 1900, at 3:30 P. M.

That there are still vast deposits of anthracite at Conyngham Station, near Hazleton, Pa., is proved by the State geological survey, which shows three veins of considerable thickness, the Wharton, Buck Mountain and Mammoth, says the Conyngham Herald. During the operation of the several companies that mined coal there, less than ten per cent of the deposit has been taken out, and a conservative estimate of the coal still in these mines is one million tons. It is proposed to tunnel the mountain and empty the water out of Black Creek and so prevent it interfering with the workings. This water will be emptied into the little Nescopeck Creek. The surface will be stripped and the coal mined. Measurements for the tunnel have been taken, showing 783 yards to be bored to reach an outlet near George Minnich's house at the foot of the mountain. A twelve-inch pipe underground from there will carry all the water off the creek. As soon as the necessary arrangements can be made this colliery will be reopened.

A new corporation is the Crown Coal Co., Marysville, Marion county, Iowa. The capital is \$5,000. John H. Avery and Thomas Javeny are the incorporators.

ON THE WING.

The Cottonwood Coal Co., Stockett, Mont., was recently incorporated to do a general coal mining business.

Mr. E. H. Keeler, of the Rockford Lumber & Fuel Co., Rockford Ill., was a visitor in Chicago this week.

The Fabre (French) line of steam ships is now chartered and is carrying a large tonnage of American coal to Marseilles.

The water board of Dunkirk, N. Y., will receive proposals for 3,000 tons of bituminous delivered at the works. Bids to be in by September 6, 1900.

Mr. F. B. Newell, of F. B. Newell & Co., 355 Dearborn street, Chicago, had to yield to his enemy (hay fever) and betake himself off to Mackinac, this week.

Proposals are asked by the warden of the South Dakota penitentiary, Sioux Falls, S. D., for the yearly supply of coal. Bids to be in by August 25, 1900.

The owners of the Southern Indiana Railroad have purchased a large acreage of coal lands in Clay county and will build a branch line from Coalmont to Clay City.

The new Chesapeake & Ohio coal dock, Pier 10, at Newport News, Va., is now practically in full operation, and about 5,000 tons of coal can be easily dumped from it a day.

Mr. M. Eichberg, president of the Wabash Valley Coal Co., Fisher Building, Chicago, has just returned from Saratoga Springs, N. Y., where he has been for several weeks.

Our Cincinnati correspondent reports that the Winifrede Coal Co. has sold 8,000 tons of splint coal to parties at Buenos Ayres, Argentina. Other orders are expected to follow.

Up to 12 o'clock, noon, Monday, September 3, 1900, proposals will be received at Adjutant General's office, Columbus, Ohio, for the delivery of 1,000 tons of soft coal for the State House.

Colonel W. P. Rend, prominent in coal circles in Chicago and a large operator, will sail for Europe on Wednesday, August 22. The gallant Colonel will be accompanied by his wife and daughter.

Mr. E. M. Platt, general Western agent of the Lehigh Valley Coal Co., Chicago, was called to Manitowoc, Wis., on Tuesday, August 14th, by the serious illness of his mother, whose home is there.

A cablegram from London says that coal has been again advanced two shillings a ton (48 cents) making the price now 35 shillings or \$8.40 for best grades of bituminous coal to the domestic consumer.

Mr. W. H. James of W. H. James & Bro., large coal dealers at Fifty-ninth and Halsted streets, Chicago, left the city this week to spend a month or six weeks on his extensive cattle ranch in Colorado.

On another page will be noted an article on the improvements about to be made in the coal bunkering business at Seattle, Wash., which is worthy of perusal by all interested in the coal business on the Pacific Coast.

The Board of Control of the state institutions of Iowa at Des Moines is asking proposals for anthracite and several varieties of bituminous coal, the bids to be in by 3 P. M., Saturday, August 25, 1900. The amount of coal wanted is nearly 53,000 tons.

The New York, Ontario and Western makes this statement for the year ending June 30: Gross earnings, \$4,963,483, increase \$617,320; net \$1,665,855, increase \$153,553; income over fixed charges \$841,025, increase \$154,661. This is a gratifying report.

The Fox Mining Co., Cleveland, Ohio, has been organized to mine coal. The company has leased 1,500 acres of coal land in the Massillon district. The officers are: Captain J. M. Drake, president; J. W. Warwick, vice-president; J. M. Seese, of Massillon, secretary; E. E. Fox, of Massillon, treasurer and general manager; Charles Zettlemeyer, of Cleveland, and the officers constitute the board of directors.

Mr. J. S. Van Epps, agent Delaware & Hudson Company, Cleveland, Ohio, was in Chicago, Wednesday, this week, visiting around among his many friends in the coal trade. Mr. Van Epps made a pleasant call at the offices of THE BLACK DIAMOND.

**

Mr. E. J. Corbett, Union Trust building, Detroit, Mich., in his Aug.-Sept. circular, very aptly says: "There's two coal evils that are always prevalent in the season—scarcity of cars—advance in prices. Place your orders for hard and soft coal now."

**

Mr. C. C. Davis, vice-president of Pittenger & Davis Mining and Manfg. Co., Centralia, Ill., passed through Chicago on his way to spend a vacation at Sturgeon Bay, Wis., with Mr. G. L. Pittenger the president of the company who has a summer home there.

**

Mr. H. W. Shadle, general Northwestern agent, the Jones & Adams Co., St. Paul, Minn., is sending out to the trade a return private mailing card, requesting dealers and customers to write for quotations on D. & H. anthracite, smokeless, gas, cannel and other coals.

**

The Interstate Coal Exchange of Kansas City has been organized without capital stock. It is stated that the primary object of the organization is to maintain a coal exchange, which in its nature will be comparable to the ordinary grain exchange, only, on a smaller scale.

**

Consul Erdman in a letter to the State Department from Breslau, Germany, says that the director of the local city gas works has informed him that the works would like to make an experiment with several carloads of American coal, provided the price and quality are satisfactory.

**

Mr. A. D. Scott, Sullivan, Ind., has resigned the position of secretary of the Indiana Bituminous Miners' Association, Terre Haute, to accept the management of a large coal property at Farnum, W. Va. Mr. P. H. Penna, a prominent coal operator of Linton, is named as his successor.

**

Our Cincinnati correspondent writes that Mr. R. St. P. Lowry, sales agent of the W. L. Scott Coal Co., Erie, Pa., was in that city last week. Mr. Lowry remarked that "the anthracite situation is in better shape than it has been in a long time, with a good demand and a satisfactory production."

**

The United States steam collier, Saturn, first of the fleet now fitting out at Norfolk navy yard, to carry coal to the war ships in China, cleared last week with a full cargo of Pocahontas coal. Several more colliers are at the yard almost ready to go to sea and these will shortly follow the Saturn.

**

The Webster Coal & Coke Co., general offices, Real Estate Trust Building, Philadelphia, with mines at Ehrenfeld, Cambria county, Pa., has recently given an order to the American Car & Foundry Co. for 100 coal cars, these being absolutely necessary on account of the steady increase in business.

**

Mr. J. H. Allen, of Barber county, W. Va., who is an experienced operator, having been in the coal mining business for 25 years, has purchased the Smithboro coal plant from W. S. Winget, Farmington, Ill., and will put it in first-class condition as soon as possible. He expects to be hoisting coal not later than October 1.

**

Mr. Arthur E. Lamkey, of Williams & Peters, 215 Dearborn street, and B. L. Shepard of Sage & Co., 355 Dearborn street, Chicago, will play an 18-hole game of golf on Saturday, August 18, for the championship of the coal trade. At this writing the links on which the game will be played had not yet been selected.

**

The Chicago Oil Co., of Bakersfield, Cal., has just been organized to develop the oil on its property in the McKittrick oil district of Kern County, California. The officers, who are also directors of the company, are: F. E. Hayner, president; A. Tyler, vice president; D. E. Bell, secretary; G. F. Teilhet, treasurer, and J. E. Windsor.

**

The Journal of Peoria, Ill., says: "Word comes to this city that Frank E. Lukens, formerly city clerk of Peoria, is right in the center of the swim in a new and influential Chicago coal company. This organization is the Manitou Fuel Co., and when it was incorporated the ex-Peorian was one of three men named in the articles as its founders."

**

Colonel Thomas B. Davis, who is so prominently connected with the coal interests of West Virginia, was nominated by acclamation for congress at Martinburg, that state, last week. Colonel Davis is a brother of former United States Senator Henry G. Davis and an uncle of Mrs. Senator Stephen B. Elkins, and is prominently connected with all the leading coal, railroad and other large business in this section of the state.

A cablegram says that extensive works are being erected at Barking, England, for the manufacture of fuel out of the ordinary Thames mud. The new combustible will be sold under \$4 a ton. Coal is now selling at \$8, with the prospect of a steady rise throughout the fall and winter.

**

Mr. W. H. Comstock, of Cox & Bros. & Co., incorporated, the Rookery, Chicago, is taking a vacation among the mountains of Pennsylvania and the Orange Mountains of New Jersey. On his trip he will inspect and test all the principal golf links in those states. He expects, before turning his face westward, to visit friends in the cities of Baltimore and New York.

**

The "Pocket Manual of Politics and Finance" compiled and copyrighted by Calderwood & Heffron, Minneapolis, Minn., is pan-partisan, because it gives all the facts about all parties, and non-partisan, because it gives only facts and figures—there is not an opinion in the little 94-page book. It is comprehensive yet concise and bristles with facts of interest to every voter—fair to all.

**

According to a Washington dispatch: "A letter dated July 22d has been received at the treasury department from a former employe of the department now at Cape Nome, Alaska. The writer, who has the entire confidence of the officials, says among other interesting details in regard to gold mining, etc., the fuel question for winter is serious, for not everyone can pay \$150 a ton for coal."

**

The Reiss Coal Co.'s docks at Ashland has been completed, and for capacity, convenience and economy is unsurpassed by any in that region. The dock is equipped with five hoisting rigs, and the system for carrying coal to the dump is entirely automatic. The coal pockets for loading cars are fully equipped with screens, conveyors, etc. The company now has about 94,000 tons of anthracite and bituminous coal on the dock.

**

The contract for supplying the United States Custom House and Post Office building at Cincinnati, Ohio, with 3,500 gross tons of smokeless mine run coal, for delivery during the ensuing year, was awarded to Castner, Curran & Bullitt, for their celebrated genuine Pocahontas smokeless coal at their bid of \$3.05 per ton. Other bids were C. G. Blake & Co., \$3, and Kanawha Coal & Coke Co. \$3.03, for New River run of mine, but they preferred Pocahontas at the difference.

**

The Chicago Union Traction Co. has discontinued burning crude oil in the furnaces which supply the motive power for its various lines, and has decided on returning to coal consumption. The change is said to be prompted by economy. The price of crude oil is steadily appreciating, and new oil contracts would have cost about 30 per cent more than coal. It is estimated that 850 tons of coal will be used daily. All the combustion chambers in furnaces are being equipped for the change.

**

August 14th was a record breaker in the number of vessels chartered to carry coal from Philadelphia to various points along the Atlantic seacoast. There were nineteen vessels in all chartered, comprising one steamer, sixteen schooners and two barges. The aggregate capacity of the schooners is 13,765 tons; of the barges, 3,037 tons, and of the British steamer Strathavon, 1,297 tons. The price for carrying the large output of coal to the various ports varies from, \$1.35 to Newfoundland to 55 cents to Norfolk, Va.

**

The August letter of the Anthracite Coal Operators' Association says that in the Eastern market there has been a growing realization of the possibility of labor difficulties and of a restricted supply during the winter. To provide for this, it says, orders are being placed for delivery as far in advance as the companies will accept. It also says that the agitation for higher wages is simply a demand for prosperity wages in depressed times. Combination to resist the demands of the miners' organization is advocated.

**

Mr. John R. Davis, a veteran operator of the anthracite region, died August 9th, 1902, at his home in Scranton, Pa., aged 78 years. Mr. Davis was widely known as a competent coal man, and his judgment in mining matters was highly valued. He knew the history of the development of this valley thoroughly, his excellent disposition drawing about him a large number of friends. He is survived by his wife, two daughters, Mrs. Walter Matthews and Mrs. William Avery, and a son, attorney Walter E. Davis.

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Our Pittsburg correspondent reports that for several weeks past a worm has been occasioning the Monongahela Consolidated Coal & Coke Co., endless trouble. It appears that this worm eats the oakum between the seams of the coal boats in the harbors, and that the water pours into the craft faster than it can be pumped out. The pumping boats have not sufficient capacity to keep the boats clear of water, and the matter becomes worse instead of better. Some fifteen million bushels of coal are afloat and in jeopardy.

The London (Eng.) Iron and Coal Trades Review says, in part: "The price of coal continue to show an upward tendency. In some districts there has been a further increase this week of 2s (48 cents) per ton. The general public appears to be greatly exercised about the prospect of having to pay high prices over a long period, and coal owners are being denounced on all sides for making use of their present opportunities. This, of course, is merely what would be done by men in any other business when the demand is in excess of the supply. Present appearances do not point to any near reduction of coal values."

General Passenger Agent R. C. Davis, of the Goodrich line of lake steamers, Chicago, is reported as saying: "The only thing that occurs to me in accounting for the present extremely warm weather is that the prayers of the passenger steam boat men, who are uniformly devout people, are being answered. All of us prayed long and hard during June and July for a little warm weather, and I presume we over did the matter. If the fault is ours we will cheerfully ratify matters by taking all of the sufferers out on the clearest body of fresh water on earth, where they will be promptly relieved. The card of rates is over there in the rack."

An indication of the growth of the export trade is evidenced by the large number of charters made and the many different destinations of the coal. The steamer Hixby of the Cosmopolitan line, a regular cargo boat, running between Philadelphia and Rotterdam carried as part of her cargo, last week, 500 tons bituminous coal. On the 10th the (Br.) steamer Hatasu sails for Gutwiewsky, a little place near St. Petersburg, with 4874 tons of coal, valued at \$11,193. Other charters for export during the week were the steamers (Br.) Queenswood with 3731 tons for London and the Strathavon which will convey 1297 tons for St. John's, Newfoundland.

The Montana Coal & Coke Co., whose general offices and mines are at Fairmont, W. Va., are taking much interest in the possibilities and opportunities presented abroad owing to the scarcity and high prices of fuel. Mr. D. E. McMillan of the Chicago office of the company, has recently returned from a six months' sojourn in Europe where he has been investigating and studying the coal situation. Mr. McMillan made a special report to the B. & O. R. R. people as well as to his own company. In September he will visit the principal cities in South America—those on the eastern and northern coasts, with the same end in view. The countries to be visited by him are Brazil, Argentine Republic, Venezuela, Mexico and the West Indies.

Mr. Fred Berdan, a prominent coal man of Toledo, Ohio, was drowned while yachting near Bass Island, Lake Erie. It appears that a friend, who was with him on his yacht was knocked overboard by the main boom and Mr. Berdan immediately plunged in after him. Apparently he was seized with cramp, for he threw up his hands and sank. His friend was, with some difficulty, rescued. After some hours the body was recovered. Mr. Berdan was 32 years old and had been engaged in the coal business in Toledo, for a number of years. His untimely death was a shock to his legion of friends. He was held in high esteem by all who knew him, and he was regarded as one of the most prominent and progressive young business men of that city. Mr. Berdan was well known to all the coal trade of Ohio.

F. B. Newell & Co., 355 Dearborn Street, Chicago, sole shippers and producers of Newbent Anthracite, No. 18 Hocking, Newell L. V. (Ind.) block and Numa (Iowa) block. This firm in their August circular just issued, says: "Our facilities as miners, mine agents and distributors, for supplying you anthracite and bituminous coals are unsurpassed. Being directly associated with and representing the leading producers of the country, we are always able to give the best possible service." The firm claims these coals to be standard of their several grades, with special facilities for shipment of those of Iowa. The company also handle West Virginia coal from Fairmont and Monongah as well as smithing and Pittsburg grades. The front page of the circular price list and calendar is embellished with a picture in which some youngsters are debating a prominent political question.

Editor A. T. H. Brower of the *International Magazine of Travel and Literature*, 358 Dearborn Street, Chicago, in August issue says: "We had fully decided to begin a new self-instruction French course in this issue, but so many have written us urging either Spanish or German that we are in doubt as to what to do. Our desire is to take up whichever language readers and others who are interested may prefer, and we have finally concluded to hold our decision in abeyance until we can obtain a fuller expression of opinion from the friends of the *International*. We trust, therefore, that we may be favored as promptly as possible with brief expressions of preference from our readers and such of their friends as are minded to take up a language study." [This is the one opportunity for subscribers and readers of this excellent magazine to state their preference in writing to the editor, who is also proprietor of the *International*.]

Mr. J. S. Stone, president of the Boomer Coal Co., Columbus, Ohio, who was married last May, has just returned from his wedding tour, which was through the magnificent scenery and wilds of Arizona, including the Grand Canon of the Colorado. The three months' outing has imparted a genuine bronze hue to his face, neck and hands, and he looks the picture of splendid health and condition. He stopped off at Chicago for a few days this week to visit some friends in the coal trade, and on Thursday proceeded to Columbus, where his home is.

DIFFERENCE IN COKE.

"That there is considerable difference between furnace and foundry fuel coke is quite well known, but as there are some things concerning the preparation and composition of these two fuels which are little known, a few words relative to foundry coke may be of interest. In recent days, when the demand for all coke fuels has been in excess of the production, and when important advances in the method of coke making are being urged and in some cases adopted, economy and excellence in fuel supplies is a most important question with foundry men.

"The cradle of the coke industry is in the Connellsville region of South-western Pennsylvania. This coal district is a detached portion of the Pittsburg coal seam, and extends along the Western slope of the Chestnut ridge range of the Alleghenies from Latrobe, on the main line of the Pennsylvania railroad, 40 miles east to Pittsburg, southward to the Maryland and West Virginia line. The average width of this coking field is only four or five miles, and while the original Connellsville region includes some 100,000 acres, the coal making limits have been widened considerably, owing to the facts that the profits of the industry have caused capitalists to engage extensively in this departure in fuel making. Much of the coal area being controlled by the H. C. Frick Coke Co. and other allied concerns, the later operators in the field were compelled to take up adjacent lands, where more or less difficulty is experienced in producing a first class article.

"In the Connellsville region the coal is a natural coking one. When coke was first made in the early days of the century, the coal was heaped in open ricks, built on the ground, and a good article of coke thus produced. Later the beehive oven, the type now in general use, was introduced. This oven takes its name from its shape, and really makes no provision for the chemical enrichment of the product. But in a strictly coking coal, such as the Connellsville coal, there is a little need of such provision.

"In the beehive type of ovens the difference in grade between a furnace and a foundry coke is obtained in a variation in charging the ovens and in the time consumed in the coking process. Thus for producing a foundry coke a heavier charge of coal is required, and while 48 hours is considered the proper time for furnace coke, the time for foundry coke is fixed at 72 hours. The consequence of these provisions observed, when a good foundry coke is desired, is a harder and purer product, the time and manner of charging accomplishing the proper results as to the distribution of cell space through the proper combustion of the coal coked."—Connellsville Courier.

BRITISH COLUMBIA'S WONDERFUL COAL FIELD.

By far the most important mining work in progress in British Columbia is the opening up of the vast coal area of the Crow's Nest Pass—undoubtedly one of the largest coal properties known. The measures occur in the heart of the Rockies and extend north and south a distance of 40 miles, stretching east and west 10 miles from the banks of Elk River toward the boundary line between Alberta and British Columbia. This area is, of course, reduced by the creeks which abound on the mountain slopes, and from which the coal measures have been eroded; but sufficient remains to constitute the coal fields unique in extent, as they are in richness. The geological report shows that there are upward of 50 workable seams of coal, varying in thickness from four to thirty feet, and of these about one-third are cannel and the remainder bituminous. The tonnage of coal contained in this field was computed some years ago by Dr. Selwyn, then associated with the geological survey of Canada, after making all necessary reductions, at 57,000,000,000 tons. No less remarkable is the exceptional quality of the coal, which when coked gives a product that has no superior.

The Kansas City Journal says: "Several heavy consumers of coal in Kansas City have formed a syndicate to buy important coal properties in the Choctaw nation, and the deal will probably be consummated this week. The syndicate has been given an option on mines which were coveted by certain other Kansas City interests, but the latter, in hopes of getting them for a smaller cost, held off too long, and the purchase price is said to have been already subscribed. By the ownership of mines the consumers in the syndicate will be able to save themselves the profits which go to the owner and, in addition, we furnish coal for general consumption in Kansas City."

Shipments of coal to Lake Michigan have fallen of considerable the last week, and the tendency is still downward. It is expected that the weakness of the trade will result in another attack on existing rates by the shippers. Duluth experienced a falling off in the fuel shipments about two weeks ago, and no sooner had the rate been lowered than the shippers set themselves for another battle. The same experience is confidently expected in the Lake Michigan trade. Coal has been sent forward in immense quantities since navigation opened, and the present dullness is only the natural reaction following an unusual activity.

The Prairie Creek Coal Co. is doing quite a lot of expensive work on the Winniger place, about three miles east of Hartford, Ark., in the way of preparing for the development of the mines opened on that place. We are reliably informed that the actual cost to the company, including the spur from the Choctaw, Oklahoma & Gulf Railroad, will reach one million of dollars by the time it is complete. They have found an excellent vein of coal and have already shipped several cars.

ASSOCIATION NOTES.

Coal Dealers' Association of Iowa and Nebraska.....613

NEW MEMBERS.

A. D. CRAWFORD, Centerville, Iowa.	MCLEOD & HATCH, Central City, Iowa.
J. & W. C. SHULL, Dakota City, Iowa.	SIMONS & ADAMS, Fontanelle, Iowa.
L. E. SHANE, Hampton, Iowa.	L. PATTERSON & SON, Indianola, Iowa.
W. H. PROCTOR COAL CO., Monticello, Iowa.	A. HUNTLEY, Salix, Iowa.
KEELEY ELEVATOR CO., Washington, Iowa.	JNO. SHIELDS & SON, Washington, Iowa.
SCANDINAVIAN COAL CO., Centerville, Iowa.	J. M. BUFFAM, AGT., Arlington, Neb.
PETER MANGOLD, Bennington, Neb.	GEO. W. BALDWIN, Crete, Neb.
FRANK SCHMEISER, Dodge, Neb.	WALRATH M. SHERWOOD LBR. CO., North Bend, Neb.
M. A. KROETCH & CO., Ord, Neb.	J. J. VLASAK, Prague, Neb.
J. C. WRIGHT & SON, Papillion, Neb.	N. P. HANSON & CO., Adrian, Minn.
AMERICAN COAL CO., Oskaloosa, Iowa.	FIALKA & LAMPERT, Bigelow, Minn.
MINTENER & GILMAN, Benson, Minn.	WISCONSIN LUMBER CO., Faribault, Minn.
WHITE & LAMPERT, Breckenridge, Minn.	STANDARD LUMBER CO., Hartland, Minn.
J. C. JOHNSTON & CO., Hardwick, Minn.	CAHILL & LAMPERT, Janesville, Minn.
LAMPERT LUMBER CO., Holland, Minn.	STANDARD LUMBER CO., Kasota, Minn.
J. E. HENNESSY & CO., Janesville, Minn.	LAMPERT LUMBER CO., Kinbrae, Minn.
WISCONSIN LUMBER CO., Kenyon, Minn.	J. C. JOHNSTON & CO., Luverne, Minn.
STANDARD LUMBER CO., Le Roy, Minn.	STANDARD LUMBER CO., Mankato, Minn.
CHAS. T. TAYLOR, Mankato, Minn.	WISCONSIN LUMBER CO., Nerstrand, Minn.
LAMPERT LUMBER CO., Mankato, Minn.	MACONNELL & LAMPERT, New Richland, Minn.
STANDARD LUMBER CO., New Richland, Minn.	STANDARD LUMBER CO., Revere, Minn.
WISCONSIN LUMBER CO., Northfield, Minn.	JNO. J. KILTY, Stillwater, Minn.
W. R. CASWELL, AGT., Redwood Falls, Minn.	WISCONSIN LUMBER CO., Waseca, Minn.
HOW BROS. & CO., Sauk Centre, Minn.	WISCONSIN LUMBER CO., Waterville, Minn.
LAMPERT LUMBER CO., Verdi, Minn.	LAMPERT LUMBER CO., Windon, Minn.
FAHNING & LAMPERT, Waterville, Minn.	STANDARD LUMBER CO., Winona, Minn.
WISCONSIN LUMBER CO., West Concord, Minn.	W. E. FOLEY, Mapleton, Ill.
H. J. WILLIS, Winona, Minn.	HAND LUMBER CO., Maquoketa, Iowa.
CRUKSHANK LUMBER & COAL CO., Hannibal, Mo.	A. ERLANDSON, Lindstrom, Minn.
	58
Total	671

Wholesale and Retail Coal Dealers' Association of Ohio.....	755
Mid-State Wholesale and Retail Coal Dealers' Association.....	405
The Michigan and Indiana Retail Coal Association.....	349
Retail Coal Dealers' Association of Illinois and Wisconsin.....	760

CONVENTION OF ANTHRACITE MINERS AT HAZLETON, PA.

The meeting of anthracite miners at Hazleton, Pa., which convened for the purpose of discussing alleged grievances and to formulate demands to be made upon the operators, was attended by some three hundred delegates representing the union element in the various fields. Many of the National officers were present, President Mitchell, Secretary Dilcher, and others. President Mitchell called the meeting to order and at the outcome of the several sessions the committee on resolutions reported as follows:

"That we demand from the operators of anthracite mines an advance of 10 per cent for inside work, 15 per cent for outside work, reduction of price of powder from \$2.75 to \$1.50 a keg; a joint conference between the executive board of mine workers and operators within ten days; and be it further

"Resolved, that President Mitchell be authorized to call a strike in the event that the demand for a conference and adjustment is not granted."

These resolutions were thoroughly discussed, and on Wednesday, August 15, were unanimously adopted. The following was also added at a "rider."

"We deprecate strikes except as a last resort, as a means of settling disputes, and desire that such differences be settled by a proper and effective method of conciliation and arbitration, such as can be brought about and put into beneficent effect for all concerned by coal operators and coal workers meeting together in joint conference and there discuss such grievances or other matters as may be of mutual concern to all, and therefore we respectfully invite the anthracite coal operators to meet with us in joint conference for this purpose and in the same spirit of fairness and equality that actuates us in extending this invitation. We further most publicly assure the operators and the public at large, that we will, when in such joint conference in discussing such matters, gladly withdraw from any position which we may take on any proposition as soon as it is demonstrated that our position is wrong."

A resolution was also adopted inviting the operators to meet the mine workers in joint convention to settle grievances in a conciliatory manner and thus, if possible, avoid a strike. The resolutions close:

"Resolved, that we fix the date of meeting on August 27, and the place Hazleton, at which time the three districts will be represented."

It is stated that should the operators decline to enter upon such a conference, as they most assuredly will, the union men say a strike will be declared.

An interesting apparatus to be worn by rescue workers in coal mines has recently been patented in Vienna, Austria. It consists of an India rubber cloth receptacle made in form of a collar which is worn close about the neck. It serves as a breathing bag, as it contains a supply of quicklime for absorbing carbonic acid gas and water vapor. The face is inclosed in a mask and oxygen for breathing is carried in a "container." A man wearing this apparatus, properly adjusted, can remain in a mine filled with irrespirable gas as long as his supply of oxygen holds out.

COAL AT HOME AND ABROAD,

Headway is being made by some leading coal mining concerns in their efforts to secure or charter proper vessels to carry coal to foreign ports. At an early date particulars of what has been underway and successfully accomplished by two or three of the concerns will be available for publication. The advantage at the moment enjoyed by coal miners in this country in being able to obtain their product at a much less cost than their foreign competitors is still bringing inquiries of moment to this market. And it is said that when consumers of coal abroad are thoroughly familiar with the resources of the United States as a coal-producing country the business will assume very satisfactory proportions. To show to what depths the coal of England is worked, and possibly why it is so costly as compared with the American coal, it is only necessary to quote from a paper recently read before a geological society facts in regard to coal mining in Durham. It appears that at Monkwearmouth colliery a seam 3 feet thick is worked at a depth of 1,903 feet from the surface; at Silksworth colliery a 4½ foot seam is worked at a depth of 1,740 feet; at Ryhope, a 3¾ seam is worked at 1,630 feet; at Seaham a 2 foot 10 inch seam is worked at 1,688 feet. There are other seams all not quite so great a depth worked in the same collieries, but in any event this offers a striking contrast to American drift mining in Pennsylvania and West Virginia, where often the seam runs up to 10 feet in thickness. Some of the English mines are worked under the sea, and it is said as a possible resource of further supplies that when a new line of railway now under construction is completed there is every probability that other large collieries will be sunk at various places along the coast southward, which will not only open out a large area of under-sea coal (probably from eight to ten miles between north and south), but will enable them to work a large area of island coal (about two miles in width) which cannot at present be economically worked to the dip of the existing collieries. Attention has recently been drawn to the price to be paid by the English railways, and it is said: "Under last years arrangement one or two companies obtained supplies at as low as 9s 6d per ton and others at 10s per ton. It may be taken for granted that those who paid 10s per ton last year will be required to pay 15s or 16s a ton for the year which commenced on the first day of July." As showing what it means for these lines to pay the prices named, one may note that on fifteen of the principal English railways the total consumption of coal for the past year represented a money value of a little under \$20,000,000. If the aggregate coal bill should be increased 50 per cent, as now seems probable, the total cost will amount up to the enormous sum of \$30,000,000. The biggest amount paid during the past year was that of the London & Northwestern Co., whose coal account came nearly to \$3,000,000. It would not be surprising that in the near future even British roads were obliged to import coal.

WHAT THE MINE WORKERS' JOURNAL SAYS.

The United Mine Workers' Journal of August 9th publishes in full under attractive headlines the full text of the prospectus of the Illinois Coal Operators Association and refers to this clear and manly utterance from the side of capital editorially as follows:

"The prospectus issued by Mr. Herman Justi, commissioner of the Illinois Coal Operators' association, is in some respects a rather remarkable document. Its general tone, however, has a rather gratifying sound to the ear of a mine worker and indicates clearly what can be accomplished by thorough organization and consistent, intelligent agitation. If the operators and miners of the entire competitive field could lay aside their prejudices and take the more modern, intelligent view as outlined by Mr. Justi, and now partially in vogue in several coal producing states of the central competitive field, the coal industry could soon be placed upon a higher plane and both miner and operator be benefited thereby."

It is gratifying to note that the manifesto above referred to has been widely and generally published by the leading papers of the country and heartily endorsed.

GREAT INCREASE IN DEMAND FOR EXPORT COAL.

The development of the coal export trade from the United States is of especial interest to the Chesapeake & Ohio and the Norfolk & Western Railroad. The real exportation of coal to foreign countries has begun within the past twelve months. Previous to that such a thing as the shipment of coal to foreign countries from the United States was almost unheard of, but it has commenced in good earnest and it is hoped and expected to continue. The distress felt at present by Europe, and especially by France, is shown by the fact that the Paris & Lyons Railroad has placed an order for about 75,000 tons with an American company, notwithstanding the high rates of freight between Newport News and Marseilles, the place of delivery. Calais is one of the leading continental markets needing coal. Calais continues to receive very large consignments of English steam coal. Unbroken lines of steamers are unloading coal along the quays. This coal is sent away from Calais by special trains as soon as disembarked. They are paying extraordinary prices now for the British product and the first American firm that can secure that particular port will transact very substantial business.

The Rainey Coke Co., Uniontown, Pa., is sending 100 cars of coke to be used in the steel mills at Sacramento, Cal. This will be the second consignment, the former shipment having been made some time ago. The coke is being loaded in the cars at Mt. Braddock. This coke takes the place of coke that was formerly shipped from England in connection with shipments of cement. But the cement is now supplied by American mills and the freight is too great to justify coke shipments from England except in connection with cement. The coke shipped from Fayette county to Sacramento travels a journey of about 3,000 miles and goes over the Southern Pacific.

It is reported that the miners at Shelbyville, Ill., have struck for higher wages. They now demand six cents a bushel.

WESTERN COAL AND COKE NOTES.

Last year the Saginaw Coal & Coke Co., Saginaw, Mich., produced 76,606 tons of coal.

The output of the Pere Marquette Coal Co.'s mines at Saginaw, Mich., during 1899, was 73,520 tons.

A shed large enough to house 10,000 tons of soft coal is being built by the Calumet & Hecla at Lake Linden.

At Vincennes, Ind., the new shaft is down to the coal, 104 feet from the surface. The shaft is 9x17 feet, solidly timbered.

At Memphis, near Keokuk, Iowa, all the shares of the Nero Coal Co. have been sold and preliminary work has been commenced.

The production of coal in Iowa in 1899, was 5,177,479 short tons, valued at \$6,397,338, as against 4,618,842 tons, valued at \$5,199,716 in 1898.

A fire in the engine room and boiler house at Mine No. 6 of the Weir Coal Co., last week, caused a loss of \$1,500 fully covered by insurance.

It is reported that the Brazil Block Coal Co. has struck a fine new vein of coal north of Carbon, Ind., and that a new shaft will be sunk in the near future.

The Colorado Fuel and Iron Co. has declared a dividend of 8 per cent on its preferred stock, payable Sept. 5. With this payment 16 per cent remains in accrued dividends.

Mr. James W. Epperson, state coal mine inspector of Indiana, has returned from a trip through the mining districts. He says he notes an increase in the amount of coal shipped from Indiana.

The Pittsburg (Kan.) Tribune says: "The miners at shaft No. 64, south of Chicopee, have suspended operations until Kansas & Texas Coal Co., agrees to pay the same wages as are paid by other mining companies."

The Saginaw Valley, Michigan, is in the center of a vast region underlaid with good coal. It extends from the Rifle river on the north, to Jackson on the south, and takes in fifteen or more counties. The supply is inexhaustible.

It is reported that discoveries of extensive coal deposits have been made in Alaska near the Dalton trail, and not far from Whitehouse. The discovery was made by Gustave Gervais, who has been interested in coal mining at Lethbridge.

The Des Moines Coal & Mining Co., Des Moines, Iowa, is pushing the work of prospecting preparatory to opening its second big mine north of that city. Until recently it has been working on drill, but in the past few days two drills have been constantly employed prospecting and locating coal veins.

The Gazette of Hymera, Ind., say: "The White Ash Coal Co. shut down its mine recently and requested employees to bring out their tools. All employees were paid off. Superintendent Mordock informs us that after making some necessary repairs operations will be resumed on the cooperative system."

The Centerville Block Coal Co., of Centerville, Iowa, is drilling for the lower vein of coal in the vicinity of their mine No. 9, northeast of that city. The lower vein has never been worked here and its thickness is problematical in different localities, so the drilling is somewhat in the nature of an experiment.

Several veins of coal have been discovered at Bennett, Neb. The coal is said to be of excellent quality, and some believe it is not too deep to be mined in paying quantities. This, at any rate, proves the correctness of the theory of those who have maintained for a long time that there are coal beds lying under Nebraska soil.

The annual report of the geological survey on the coal output for 1899 shows that Indiana produced 6,036,523 short tons, valued at \$5,285,018, as against 4,920,743, valued at \$3,994,918, in 1898, making the state the sixth in coal producing importance in the country. The average price of the product increased from 81 cents to 88 cents a ton.

The union coal miners in Missouri, outside the mines controlled by the "Big Four" companies, so-called, will begin September 1 to receive an advance in wages of 10 per cent. It was agreed that the wages of underground day laborers should be increased from \$1.75 to \$1.94 a day, and that the pay of special track repairers and timber men should be raised from \$1.90 to \$2.12 a day.

The Saylor Coal Co., Des Moines, Iowa, which opened a new mine north of the city about a year ago, is rapidly increasing its capacity and is making big additions to its working force. One day last week the day's run amounted to 651 tons and every effort is being made to open up entries and rooms before the cold weather sets in that will give the mine an average daily output of 700 tons of coal.

Test recently made by State Geologist Blatchley indicate that the steam producing qualities of Indiana coal are nearly as great as those of coal produced in any other state, and for this reason he argues that the exhaustion of natural gas in the state will cause few factories to move elsewhere. Mr. Blatchley believes gas will last for some time to come and believes there is a great quantity yet stored in the Trenton rock.

The directors of the Union Pacific Coal Co., Omaha, Neb., have appropriated several hundred thousand dollars with which to open up two more mines in Wyoming. One of these mines will be at Hanna and the location of the other, if it has been decided upon, is not known. The Union Pacific is now engaged in opening a new mine on the line of the Evanston-Leroy cut-off, in the western part of the state, and not far from the big tunnel which is being driven there. A new mine was recently opened on Sand Creek, three miles south of Carbon, and coal is being shipped. Increased demand for company use and the ever growing demand for commercial coal from Wyoming mines has made it necessary for the Union Pacific to open the new mines. The properties at Hanna and Rock Springs are producing more coal than ever before, but they cannot keep pace with the orders.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Michael C. Tomney, Lyons, N. Y., secured the school contract and will furnish coal to the board of education for \$3.10 per ton delivered.

The West Orange, N. J., Board of Education last night awarded the contract for supplying coal to the schools for the next year to S. Wilson, Jr., of Newark. The contract calls for 500 tons. Mr. Wilson's bid was 35 cents a ton below that of combination dealers.

The detectives of the Ontario and Western Railroad have been investigating alleged pilferings of coal from the station at Oneida, N. Y. Large quantities have been taken for some time, and the detectives in charge have the names of thirty-two suspects, all of whom will probably be arrested and prosecuted.

A correspondent writing from Augusta, Me., says: "Most of the coal dealers have about filled up their sheds; Purinton Bros. will have a barge of 650 tons, probably this week, and that will complete their supply. The dealers like to get their coal early, for they ship a great deal to the coast after the first of August."

The committee on supplies of the Milwaukee school board opened bids for coal for the public schools with the result that the lowest bid for anthracite was furnished J. Gross & Sons at \$6.24 a ton, an increase of 4 cents a ton. The screenings were offered by B. Uhrig & Sons at \$3.08 a ton or 24 cents a ton less than last time. The committee will recommend the purchase of coal at these prices.

Twenty-six bids for furnishing 3,000 gross tons of pea coal for the County Hospital were opened by the hospital committee of the Board of Freeholders, Newark, N. J., last week. All were at the same figures—3.05 a ton. The committee decided not to make an award till next week. Last year a number of bidders submitted proposals all at the same rate and the contract was equally divided among them.

At the annual meeting of the directors of the Co-operative Coal Co., in Portland, Me., last week, these officers were elected for the year: President, Nicholas J. Mooney; vice-president, John McNamara; treasurer, Michael Donahue; clerk, John J. Lynch, of Portland, Me.; assistant clerk, P. J. Quinn of Worcester. The meeting of the company held in Worcester last week was indorsed. Reports were read showing that the company has had a prosperous year.

It is announced that the People's Coal Co., of Plattsburg, N. Y., has been restrained from building its coal dock on Lake Champlain, by an injunction order granted by Justice Scripture, of Rome, which was served on the company a few days ago. The Catholic summer school and other owners of property in the vicinity of the proposed dock, recently applied to the attorney-general for the commencement of an action to prevent the building of this dock.

Mr. H. B. Maddocks, of Ducansville, Pa., was recently granted a patent on a combination coal bucket, of which he is the inventor, which is intended to answer the same purpose as an ordinary coal hod or bucket, and in addition to which is a special arrangement attached for holding kindling and oil, being three vessels combined in one. The inventor claims that by its use all the danger arising from the use of coal oil in kindling fires is avoided and at the same time combining in one neat vessel coal hod, kindling bucket and oil can, thus avoiding the necessity of having three separate vessels. It is quite a unique vessel and will doubtless become a popular household article.

In all about three hundred tons of coal were dumped from the Howell coal shed on the State street pier into the basin early yesterday morning when part of the shed gave way. If it were not for the low condition of the water the loss might have been heavy as the mud at the bottom of the basin is very soft, but for sometime there have been banks high and dry on each side of the basin and it was one of these banks that fell. A gang of six men were at work this morning shoveling the coal into wagons. It is estimated that the loss will not cover three or four tons. The Howell sheds on the lower end of the pier were braced and repaired last spring and it was the intention of the company to begin soon on the upper sheds.—The Albany Times-Union N. Y., August 9, 1900.

Mr. F. E. Steele, Albion, Mich., has decided to erect a \$3,000 coal elevator, work upon which will be commenced soon. The building will stand on the east line of his premises, at the north side. It will be 24x70 feet with a tower 56 feet high, and it will be fitted with the most improved up-to-date coal handling machinery. When this is installed the coal will be taken from the car with a power scraper, carried by an elevator into the tower, whence it will be distributed by gravity through chutes into the several bins. The floor of the bins will be elevated so wagons can drive beneath for loading. The screening is done automatically much better than can be done by hand and the dust is carried back into a tight compartment. With this arrangement a wagon can be loaded in from three to five minutes, and thirty-five minutes is ample time to unload a car.

The Chesapeake & Ohio R. R. is getting into good shape to handle the expected big increase in its coal traffic in Virginia and West Virginia. The last of a recent 1,500 coal car order will soon be delivered by the Barney & Smith Car Co., Dayton, Ohio.

NEW COAL BUNKERS AT SEATTLE, WASH.

The Times of Seattle, Wash., gives the following very interesting details of the new coal bunkers to be built near water line of that progressive city so admirably located on Puget Sound: "The coal bunkers and shipping wharf to be erected at once by A. S. Kerry and C. J. Smith on the North Seattle water front, is to be one of the most complete institutions of its kind on the coast. The customary long incline and gravity system for handling and loading coal is to be superseded in this instance by a conveyor system that will not only elevate the coal but distribute it to any point along the bunkers, the whole work being performed by electrical machinery, the power of which as at present contemplated will be supplied by the Kerry Mill Company, whose plant adjoins the site of the bunkers, being on the block directly south of the mill property. Mr. Kerry remarked:

"We intend to give to Seattle as modern coal bunkers and ship loading plant as can be found anywhere. Our conveyor and elevator machinery is furnished by the Link-Belt Machinery Company of Chicago, which fact is a guarantee of its perfect working. Our storage bunkers, which will be of large capacity, will be on the east side of Railroad Avenue. The cars will not have to be pushed up a long, steep incline, but the coal will be elevated by a vertical conveyor system into the various bins in the storage department. A Howe truss bridge, sufficiently elevated to allow free passage for the tallest pile drivers, etc., will span the railroad tracks to the distributing bunkers on the wharf. The wharf will have a fifty foot frontage and extend 350 feet out into the bay, at an angle to the railroad tracks, permitting of the docking and loading of three vessels at one and the same time, two large and one small time.

"There will be no bins for storing coal on the long wharf. On the contrary, a high structure will be built up for the accommodation of an elevated chute that will extend clear around the periphery of the wharf, and a traveling coal chute to convey the coal from the stationary chute to the ships. The stationary chute will be traversed by an endless link-chain, to which will be attached cross sections to keep the coal moving along, exactly as the conveyors in our saw and shingle mills take care of the refuse. The stationary chute will be provided with doors along its course which, when open, will allow the coal to drop into the carrier, thus permitting its being conveyed to any hatch or any part of a vessel. A conveyor from the storage bunker will carry the coal and drop it into the stationary coal chute.

"We will be admirably situated to handle the output of any of the numerous coal mines of this section, as all railroads entering the city already have

access to the site of the proposed plant; but we shall make a specialty of Roslyn coal, having the entire output of the Roslyn mines that enters the city. The entire plant will be housed over, and will be constructed with a view of economy and loading of vessels and with an eye to as pleasing an external appearance as possible."

STRIKE AGITATION IN THE ANTHRACITE COAL REGIONS.

Advance proofs of the August letter of the Anthracite Coal Operators' Association, just issued, intimate that a severe struggle with the miners is expected to occur soon:

"During July the anthracite market showed increasing strength and a more active demand from all points except the West," says the letter: "In the Eastern market there has been a growing realization of the possibility of labor difficulties and of a restricted supply during the winter. To provide for this, orders are being placed for delivery as far in advance as the companies will accept. The coal mined in July was little more than sufficient to fill the demand. The production for August is estimated at about 4,000,000 tons. Prices for shipments to all points remain fairly strong.

"A strong effort has been made within the past six months to destroy the harmonious understanding which has hitherto existed between the miners of the Wyoming and Lackawanna region and their employers. Labor agitators have been organizing lodges, promising advances in wages, enlarging on local misunderstanding, real or fancied, to inflame the minds of the men. There have been several strikes based on the most trifling causes. The discharge of a boy, who had brutally beaten a mule, made some 1,200 men idle."

It is hinted that collieries may organize and refuse to accept as workmen any man from a colliery on a strike.

The letter adds: "Misery would result from a general strike such as the organization claims it will bring about. If such a thing should take place, there will be no reason for sympathy or charity whatever to assuage the destitution which would follow."

The Western market has been singularly apathetic, probably owing to the extraordinary efforts of the companies last year to send sufficient supplies when a scarcity was anticipated. It is not probable that the deliveries this year will be so large as last, consequently, if the winter is cold, it may be necessary to send higher price all-rail coal to this market.

Prices for shipments to all points remain fairly strong, the only weakness lying in the acceptance of orders for delivery some months hence, which may affect sales under the fall and winter circulars.

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A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

At Claysville, Pa., several drilling tests have been made for coal and the outlook is said to be excellent.

The Riverside Coal & Coke Co., of Nicholson township, Fayette county, Pa., with a capital \$50,000, was incorporated last week.

The Morea Colliery, near Hazleton, Pa., to which extensive repairs have been made, will resume operations some time this month.

It is reported that active operations have already been begun on the new coal storage depot for the Pennsylvania Railroad between Halifax and Millersburg, Pa. It may not be completed before midwinter.

The anthracite collieries in the Mahanoy region are on short time because of the scarcity of water. If the drought continues it will not be long before water for the boilers will have to be hauled, as was the case last year.

The Lehigh Valley Coal Co.'s breaker at Port Bowkley, near Wilkesbarre, Pa., was entirely destroyed by fire last week. The breaker was valued at \$30,000. The structure was set on fire by a spark from a locomotive.

The Ontario and Western R. R. will, it is reported, extend its coal pockets at Carnwall, N. Y., and proposes buying 800 feet of river front, extending from its present docks to the West Shore trestle over Moodna creek.

The Logan Coal Co., Ebensburg, Pa., in which several prominent Cambria county business men are interested, has purchased a fine tract of coal land from the Clark Brothers, near Glen Cambell, and will commence to develop at once.

J. S. Cunningham, superintendent of the Berwind-White Coal Mining Co., Windber, Pa., says he has received instructions from the company to open more mines in that district. It is said the output of coal there will be increased to 5,000,000 tons a year.

It is stated that a delegation of miners from the George's Creek region, Maryland, is attending a convention of miners at Clearfield, Pa., who will present their case to the men of the Central Pennsylvania bituminous field with a view of obtaining redress by sympathetic strike methods.

The large coal hoppers which the B. & O. S. W. Railroad has had in process of construction at the Brighton yards, Cincinnati, O., for some months, are at last completed. The first cars were run on the tracks on top of the hoppers last week and everything moved satisfactorily. The new hoppers are among the largest in the city, and as they are reached by an inclined trestle from grade, the entire plant occupies much land.

Few people have any idea of the extent of the trade in coal taken from the bed of the Susquehanna in the vicinity of and above Harrisburg, Pa., says the Patriot of that city. For many years the coal traffic has been plied on the river, but in no former year has it reached the extent of the present. Men are making more money by dealing in this coal than they can by tilling large farms, and many poor men take out enough every day by hand to keep the wolf from the door and at the same time lay away a little money for the cold days of winter when the coal fisher cannot work. All the coal in the river has been washed down from the mines above by high water.

The Washington (Pa.) Reporter says: "The trustees of the Chartiers Presbyterian (Hill) church have sold the coal under the church property, about six acres, to the Pittsburg Coal Co. It is understood that the price obtained was \$100 an acre. Other tracts near by were sold to the same company for \$60 and \$80 an acre."

The Delaware & Hudson Co. has discovered another vein of coal on its land in Archbald, Pa. It underlies the Rock Tunnel vein and is about eight feet below it. Its full extent is not definitely known as yet, but it is believed to be about equal in area to the Rock tunnel vein. That will mean, perhaps 250,000 tons of coal and employment, at the present output, for about five years. This is the second vein of coal discovered under Delaware and Hudson land in Archbald within a year.

The Pittsburg Post says: "A company of Philadelphia capitalists has purchased a large tract of coal land lying along the Allegheny Valley railroad at a point opposite Tarentum. The purpose is to open the mines and begin shipping coal to Eastern points by way of the Valley, West Penn and main line or the Pennsylvania at once. The price paid was \$100 per acre. The company has already purchased \$33,000 worth of mining machinery which will be shipped to the new works within a few days."

The Gazette of Pittsburg, Pa., says: "Within the week important construction contracts are to be let by the Pittsburg, Connellsville & Wheeling Railroad Co., which has made surveys and secured right of way for the construction of upward of 80 miles of railroad in the coal and coke fields of the southwestern part of Pennsylvania and in West Virginia. The company is capitalized at \$7,500,000 and is composed of New York, Pittsburg and West Virginia capitalists, who propose to have much of the construction of the line completed within a year." This will open 250,000 acres of coal land in Pennsylvania and West Virginia.

The Susquehanna Coal Co., is about to erect one of the largest coal storages in the world along the line of the Pennsylvania Railroad at McClelland, near Millersburg, Dauphin county, Pa. The coal will cover from twenty to thirty acres of ground and be stored in six conical piles by specially constructed machinery. It is the intention of the company to use about 247 acres in all for storage purposes during dull periods in the market. The coal will be loaded and unloaded to and from the cars at a very small cost. The new storage will hold 300,000 tons, approximately 12,000 carloads. There are similar storage stations at Perth Amboy, but none equal the size or have so large a capacity.

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SOUTHERN COAL AND COKE NOTES.

David Selvay, Flushing, W. Va., is opening a new coal mine, at Hol-loway.

J. F. Brown, R. G. Quarrier and others of Atlanta, Ga., have chartered the Kanawha Fuel Co., capital \$200,000, to mine coal and manufacture coke.

The Pearson Coal & Iron Co. is developing the coal vein at Jefferson, on the Louisville & Nashville Railroad, near New Castle, Ala., and more miners will be placed at work.

While excavating yesterday at the mouth of the proposed tunnel for the Baltimore & Ohio cut-off, near Patterson's Creek, W. Va., a seven-foot vein of fine bituminous coal was discovered, running into the earth at an angle of forth-five degrees.

The Tennessee Coal & Iron Co. will remove its offices from Pratt City to Ensley, Ala., in the very near future, their handsome offices there being now ready for occupancy and elegantly fitted up with the most convenient, up-to-date office furniture.

At Morgantown, W. Va. Josiah V. Thompson, representing a number of Fayette and Greene county capitalists, has closed a deal for 3,000 acres of coal land in Marshall county, which will be tapped by the proposed Pittsburgh, Connellsville & Wheeling railroad.

The first shipments of coal from the George's Creek region since the strike was sent over the Cheasapeake and Ohio Canal. Boats are now being loaded regularly and it is thought that there will be a speedy increase in traffic on the canal as a result of the strike being settled.

The Falls Colliery Co. has been incorporated at Charleston, W. Va., to operate a mine about a mile above Kanawha Falls. The incorporators are: Dr. L. Pritchard, of Charleston; H. A. Robson, of Cotton Hill; W. S. Ward, of Eagle; J. W. Straughan, of Ansted; and F. C. Pritchard. Capital \$500,000, of which 10 per cent paid up.

A new corporation of Birmingham, Ala., is the Block Coal Co. Incorporators, June P. Wright, Birmingham; H. L. McConnell, Mobile; W. S. Pierce, Birmingham; R. H. Turner, East Lake, and J. B. Morson, Birmingham. The capital of the corporation is \$14,000, and the purpose is to carry on a general mining and quarrying business.

The officers of the Palestine Coal & Mining Co., Palestine, Texas, were elected last week and are as follows: C. J. Grainger, president and general manager; C. L. Noble, vice-president; E. L. Howell, secretary and attorney; V. F. Dubose, treasurer. The directors are as follows: C. J. Grainger, G. L. Noble, A. B. Hodges, Wm. Brannagan, J. W. Ozment, Geo. Bordeaux, F. Huffsmith.

A correspondent at Fairmont, W. Va., reports that: "Gray's Flats will soon be the site of the largest coal plant in the state, work having been commenced there on a coal plant which will cost \$400,000. The development will also ensure the early building of the Fairmont & Pittsburg Railroad to that point. The J. M. Guffy Co. of Pittsburg, has sold 3,000 acres of coal land in the same vicinity to the Federal Coal Co., which will develop the coal at once."

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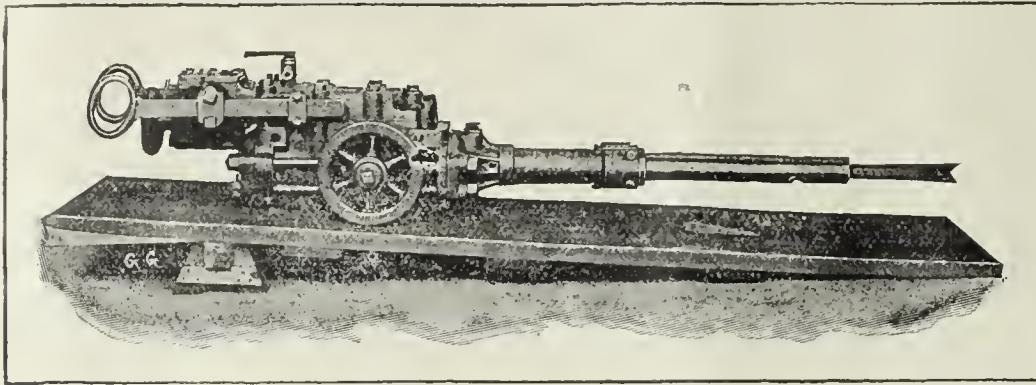
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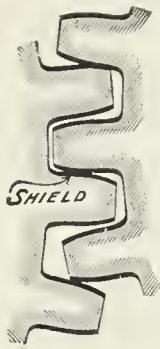
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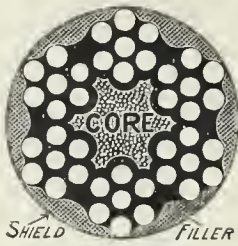
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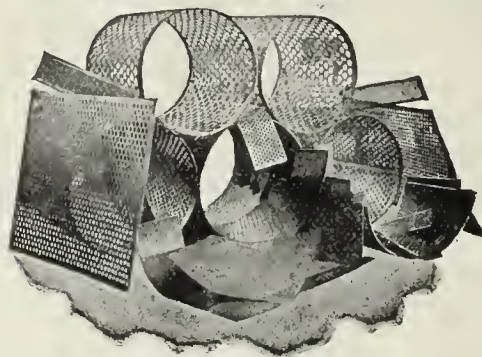
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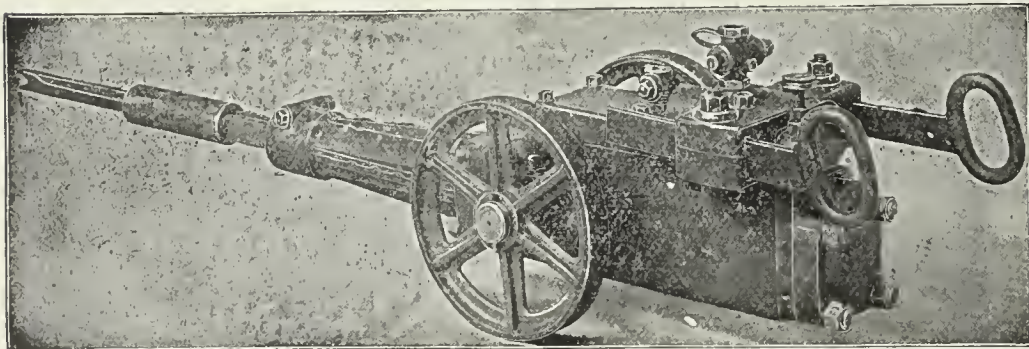
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VOL. 15. AUGUST 25, 1900. No. 8.

MARKET REVIEW.

It appears that some of the Eastern daily papers are endeavoring to show why and how the anthracite mine owners in Pennsylvania should meet their miners in joint convention on Monday, August 27, pointing out as an example the beneficial results which have obtained in the West, quite forgetting, or not knowing, that the interests of the anthracite operators are not as closely interwoven as are those of their Western bituminous brethren. Again these Eastern editorial writers appear to lose sight of the fact that there is little real affinity between anthracite and bituminous mine operators and their business relations with each other or to the coal trade at large. Therefore the Western Miners' Union officials having no real interests in common with the anthracite miners, should not intrude or try to force their views and opinions in regard to wage scales and other matters. Again the miners in the Schuylkill and Lehigh districts are paid on the basis of a sliding scale, which is regulated by the selling price of coal at tide-water. The Lackawanna miners have a union of their own and do not care to associate with the United Mine Workers. Therefore it is unlikely that these men will suspend work if a strike should be ordered at the meeting at Hazleton.

Anthracite coal in the West is spiritlessly dull and the movement listlessly slow. Buyers are conspicuous by their absence, and the great majority of traveling salesmen are out on the road. These latter report orders few and far between, and when it comes to a question of price the buyer usually has lower figures to show than those which are offered. Seemingly there is little unanimity with regard to prices, which are very much on the "go as you please order." However, it is understood that September will

probably witness a change in regard to selling prices, which may possibly put a quietus on the present indifference of dealers west of Chicago; this, coupled with the present uncertainty in regard to trouble in the anthracite regions will probably cause some reaction. Eastward of Chicago there appears to be a different condition of affairs. Sales are more numerous and regular, and prices generally steady. There is quite a good tonnage yet to move forward to Missouri river points, and while there have been some shipments the great bulk of anthracite has yet to be shipped. The apathy of the trade generally in the West is somewhat unaccountable, as a good deal of buying is usually accomplished during the latter part of August.

Bituminous coal is dull and heavy on the market and some grades are a complete drug. Slack and screenings are scarcely salable at any price just now, and while this condition is only temporary it is a bear feature which buyers are manipulating for all it is worth. To a very large extent the foregoing will apply to lump and other sizes and grades, not only locally but at other large industrial centers in the Middle West. In regard to prices, it may be truthfully said that where shippers have been sending coal regularly, requests are received to stop shipments entirely for a while, or cancel order. Of late these have been quite frequent. It is observable that certain large soft coal interests, which had reserved a fair proportion of free coal for winter distribution have taken alarm and are now willing to accept further contracts for tonnage for the season. Current prices vary according to the exigencies of the seller and the nonchalance exhibited by the buyer. Some recent railroad contracts made for West Virginia coal would indicate one of two things, either that the coal was sold much below cost of production, or that there was a deep cut in the freight tariff; the latter is the more plausible explanation and is one which the big shippers should investigate.

Coke as yet shows little animation and no positive reaction can occur until there is greater activity in the iron and steel trades.

Our New York representative reports the demand for anthracite at present fully up to the normal, while the business of the near future will largely depend upon what conclusion the miners and their union officials arrive at on Monday, August 27. There is but little coal accumulating at first hands. The selling interests continue to accept spring prices on orders for shipment this month, and low prices are rather the rule than the exception. There is a rumor that the circular is to be advanced twenty-five cents a ton September 1, in order to make the present circular price effective. Most of the companies have business enough booked to take care of the bulk of the newly mined coal, though on nut and broken some of the producing interests are behind with their shipments. Points along the Sound are coaling more freely owing to the cut in the retail price. The steam sizes of anthracite are active and firm with advancing tendency. Soft coal on the Eastern seaboard is quieter than it was a week ago, and the situation at some shipping points shows a badly congested condition. There is quite an accumulation of soft coal along the lines of the carrying roads, plainly indicating over-production and greatly in excess of the market requirements. The scarcity of coastwise vessel tonnage will probably account for some of the coal accumulating. The far East is ordering and shipping in a fair tonnage of coal, and for the better grades there is an increasing demand. Business along the sound is large, most of it being forwarded from New York harbor shipping ports. All-rail trade is fair, export coal appears to be in little demand, though the shipments are to some extent limited by the advance in ocean freights. Considerable inquiry for foreign coal is noted among the trade, and bids fair to increase when the merits of American coal become better known abroad. Transportation from mines to tide is slow, and car supply good.

Buffalo advices are that there is continued quietude in anthracite coal, with no apparent relief in sight for some days. Soft coal is still in heavy supply, especially slack, with no buyers in sight, and prices demoralized. Anthracite shipments by lake were larger last week, the amount being 75,305 tons, distributed as follows: Chicago, 35,325 tons; Milwaukee, 18,200 tons; Duluth-Superior, 9,200 tons; Toledo, 3,410 tons; Manitowoc, 2,500 tons; Lake Linden, 2,300 tons; Port Arthur, 940 tons; Menominee, 850 tons; Marinette, 750 tons, and smaller amounts elsewhere; all hard coal, except 750 tons soft to Marinette, and 240 tons to Dover. Freight rates are 30 cents to the head of the lakes and to Lake Michigan.

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NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90- 2.15
Rice.....	1.25- 1.50

AVERAGE RETAIL PRICES.

White ash.....	\$4.75
Pink ash.....	5.25
Red ash.....	5.50

The anthracite coal trade is unchanged from the occasion of our last report and the situation at the present is largely dependent on the decision as to whether there will be a strike or not, and the demand for some time will be governed by the labor status. The demand for this time of the year is fully up to normal and with what old business the companies still have on their books coal is permitted to move off quite freely and is allowing very little coal to accumulate in first hands. It looks like bad policy on the part of the selling interest to accept spring prices on shipments during the present month as there is little doubt now that the new figures could have been realized on all new business had not some of the larger interests made good their old orders for August. This has caused some low figures to be named around and has prevented the hardening of prices as much as it was thought they would have done. There is some talk of another advance of twenty-five cents a ton on September 1st to be made with a view of making the present figures good and stimulating the demand. Most of the companies have enough orders in hand to take care of all the coal coming forward and report being behind on shipment of certain sizes, principally nut and broken coal. Egg coal also continues in good demand. Supplies in the East are reported light and while there is a fairly good demand from this territory, buyers generally are holding off and will likely continue to do so until the last moment when they will come in a rush. Points along the Sound are taking a good deal of coal, which, however, is due to the cut in the retail price to \$4.50 a ton, which has created a good deal of buying in the retail market, than their present needs. All-rail shipment keeps up fairly well and the tonnage going forward amounts to considerable in the aggregate. Steam sizes are very active and prices firm with an upward tendency. Stocks of these coals are light and will likely fall considerably short of the usual amount this year. There is nothing new in regard to the strike situation nor will there likely be anything of importance develop before the proposed joint convention to be held on the 27th. From all we can learn the operators will not meet them in joint conference and say they will positively not recognize their grievances if presented as a union. The demands they make are in many ways ridiculous and unfair and cannot even be given a thought by the operators in their present form as the business will not stand the sweeping concessions they demand.

The Atlantic seaboard soft coal trade does not seem to be in as good condition as it was last week. The Pennsylvania railroad is badly blockaded along its line at the tidewater shipping ports, and most, if not all, shippers are embargoed to shipping to South Amboy and Greenwich. This has undoubtedly been caused by coal accumulating on the line and forcing this road to discontinue its shipments for a time, which falls on the just and unjust alike, and it is a pity that shippers who are not in any way the cause of this should be made to suffer. The railroad has adopted a policy lately of obliging all shippers to prepay freight before the coal reaches their road. This was, no doubt, done in an effort to stop just these blockades, but seeing that it does not do so, indeed having apparently little or no effect, we cannot see why this concern should demand payment for a service not yet rendered. If this would produce a result the sufferers who are not in any way the cause of it, might consider it worth a trial; but apparently a trial has been made and the result proven fruitless. Trade generally is quieter than last week and the condition would show that there was a large quantity of coal tied up along the lines of the railroad, for which there cannot be a very ready market, to the extent of the amount tied up or else there would be immediate relief. One point must, however, be considered, that is the coastwise tonnage is scarce at the lower ports, which would leave a condition where, although there was plenty of orders to take care of the coal, the tonnage to move it being scarce or not available it would produce the result. Trade in the far East is calling for considerable quantities of coal and is receiving it to some extent; and for the better grades there appears to be a very heavy call at present. Trade along the Sound is large, and this tonnage, coming principally from the New York harbor shipping ports, is not affected to any extent by the shortage of coastwise tonnage. New York harbor trade is quiet. All-rail trade is fairly active. Foreign trade shows a good demand though the shipments are to a certain extent limited by the large advance in ocean freights to 20 shillings a ton. There is, however, considerable inquiry going around for this trade.

Transportation from mines to tide is very slow, taking a full ten days to run through, on the Pennsylvania railroad the blockade making it an indefinite time which cannot be judged at this writing. Car supply is fairly good except to embargoed ports. In the coastwise vessel market vessels are scarce, especially of the smaller class, rates firm and advancing. We quote current rates of freight from Philadelphia as follows: Boston, Salem and Portland, 70-75 cents; Providence, New Bedford and the Sound, 60-65 cents; Wareham 85 cents; Lynn, 80-85 cents; Newburyport, 90 cents; Portsmouth, 75-80 cents; Dover, \$1.00-\$1.15 and towage; Saco, 90-95 cents and towage; Gardiner, 80 cents and towage; Bath and Bangor 80 cents. The further lower ports are 10 to 20 cents above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

AUGUST 23, 1000.

There is a continuation of the steady but decidedly quiet state of the hard coal trade. Prices are firm and not likely to change right away, which is the state of things that makes the average shipper a trifle uneasy and not a little put out, for there is complaint all along the line that consumers are not putting in their usual supplies and of course the retailers are not able to carry enough for the season.

A few shippers complain of a shortage of chestnut and others are unable to keep stock of egg and grate. They say that the condition of the mines is such that they are not going to be able to make any spurts to meet the demand in case it makes the expected jump before the end of the next month. Help is scarce in the mines and the men are so cranky that it is out of the question to get much more than the ordinary day's work out of them, no matter what the need may be.

The time is not very far off when the West will be asking for coal in the usual fall style and so far there is nothing in sight to meet such a demand with, for neither the East nor the West is up to the stock that ought to be in sight now.

There has been quite an increase in lake shipments the week's total being 75,305 tons, which is the largest for a month or more. The distribution is as follows: Chicago, 35,325 tons; Milwaukee, 18,200 tons; Duluth-Superior, 9,200 tons; Toledo, 3,410 tons; Manitowoc, 2,500 tons; Lake Linden, 2,300 tons; Port Arthur, 910 tons; Menominee, 850 tons; Marinette, 750 tons; Bay City, 640 tons; Depere, 600 tons; Sault, 350 tons; Port Dover, 240 tons, all hard coal except 750 tons soft to Marinette and 240 to Port Dover.

Freight rates are as follows: Chicago, 30 cents; Milwaukee, 30 cents; Duluth, 30 cents; Toledo, 25 cents; Manitowoc, 30 cents; Lake Linden, 35 cents; Port Arthur, 35 cents; Menominee, 35 cents; Marinette, 35 cents; Bay City, 40 cents; Depere, 35 cents; Sault, 30 cents; Port Dover, consignee's rate.

Anthracite prices are steady, as follows: per gross ton on car at Buffalo or Suspension Bridge, Grate \$4.25; egg, stove and chestnut, \$4.00; pea, \$3.00.

Buffalo local anthracite, per net ton from trestle: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, with \$1.00 additional for delivery.

There is the same cry of surplus in the soft coal trade. Nobody appears to want any, and the sellers are at the end of their wits over the accumulation, especially of slack. A Buffalo jobber was in Toronto lately visiting a dealer who had four or five telegrams come within an hour asking if he couldn't take a few cars of slack.

There is an improvement in the vessel movement, but steamers seldom take anything smaller than three-quarter inch, so that the surplus of slack is all the greater on this account.

Still it is not so weak a market as one would expect, and former prices, though not by any means strong, are usually quoted: Pittsburg lump, \$2.70; lump and nut, \$2.60; mine run, \$2.50; slack, \$2.00; Blossburg smithing, \$3.00, all per net ton from cars. Steamboat fuel \$2.80, delivered on board.

Owners of moderate-sized lake vessels are taking courage, even in the face of Rockefeller-Carnegie compacts, as they find that the 500-foot vessel is good only for one way and can get only into certain ports, so that the boat that can carry both ways and run into most of the ports are quite "in it" in spite of the big ones.

CINCINNATI, OHIO.

AUGUST 22, 1000.

Market conditions remain practically unchanged here. While there is nothing of much interest to report, trade is not dull by any means, but is fair or even good in some branches. The railroad dealers say they are doing a fine business just now, and in fact nobody is complaining unless it is the retail dealers who sell principally to families. This is the only department of the coal business reported dull, and as the dealers have seen fit to make the price of coal in the summer as high as it is in the winter, they can not expect the thrifty heads of families to "lay in" coal as they did formerly when there was always an object in the way of low prices during the summer for them to do so. What is the use of laying out \$30 or \$40 or even \$100 for coal at one time when one can get coal at the same price in winter as in summer, and pay for it as it is needed? The dealers need not look for any rush in the family trade until cold weather comes. The wholesale market is gradually stiffening up on account of the comparatively scant supply in the river, and no first class lump is being offered under 7½ cents a bushel afloat in barges. Nut and slack is scarce in the river, and those who have any want 6 cents for it. Rail lump is seemingly steady and in good demand at \$2.50 a ton on tracks here, and river lump elevated and loaded on cars sells f. o. b. same as rail. Mine run is still the cause of more or less contention, and sells at from \$1.85 to \$2.00 a ton wholesale. Rail nut and slack is worth \$1.75 a ton on cars here, and is hard to get at that price. At retail all kinds of soft coal (lump) sell for \$3.00 and \$3.25 a ton delivered to consumers, and anthracite is worth \$6.25 a ton delivered.

SAN FRANCISCO, CAL.

AUGUST 18, 1900.

During the week there have been six arrivals of coal from Washington 18,545 tons, two from British Columbia 8,800 tons, two from Australia 6,760 tons, two from Baltimore 8,700 tons, one from Oregon 200 tons, total 43,005 tons. If we were assured an equal amount weekly for some months to come, there would be no grounds for fear of a fuel shortage, as this is largely in excess of our week's demand. Every possible endeavor is being made to get sufficient ahead to have a reserve later on for our fall requirements; so far we have been unsuccessful. Prices are firm and deliveries are being taken freely from ship's side on arrival, leaving no accumulation to be yarded. The foreign arrivals cut a very small figure in aiding us, as the cost at original point of shipment added to present rate of transshipment, make the figures prohibitory. Reports are coming in from varied interior sections of the increased oil output; it is sincerely to be hoped that these reports may be verified, as this winter we will look to oil to prevent any fancy figures being asked for other fuels during the season. Producers of coal and oil cannot complain of prevailing values for their output, as a handsome profit is left for them, with a positive assurance that present prices will prevail for many months to come.

CHICAGO MARKET.

As stated last week and is now reiterated, there will be no joint convention of operators and mine owners and anthracite miners at Hazleton, Pa., on Monday, August 27. The agent of a large producing interest states, that in the event of any trouble, presentation of alleged grievances or demands from their men, excepting through the regular channel as accepted by the employes and company, and in the further event of a strike of a general character, his firm may declare a lockout for a few months. This the company can do because their stocking points, docks and yards are sufficiently supplied to last until midwinter. It is further claimed by the anthracite colliery owners that the union in that region is dominated by Western bituminous officials, who know little or nothing of existing conditions or the method of operating hard coal mines, and that it is an imposition on their employes to attempt to perplex them or to introduce new ideas in regard to wage scales, etc. The operators are disposed to regard with supreme indifference any and all tactics which may be adopted by the miners when they learn that the mine owners decline to meet them in joint session with union officials.

Anthracite coal in the Western metropolis is unchanged as regards inquiry and demand at wholesale, there being very little of either from or in any direction. This apathy is in strong contrast with the lively condition which generally prevailed in the West at this time last year, and its effect on the market is to a marked degree observable, which in the face of the great uncertainty at the mines is rather peculiar, to say the least. Sales agents don't pretend to try to penetrate or discover the cause of this feature, and are not borrowing any trouble over the matter. To say that it is not disappointing would show a want of discernment, but as it cannot be cured it is endured with greater equanimity than for which the trade is given credit. Retail business is equally quiet and the circular generally ignored.

Bituminous coal in this market is not only demoralizingly quiet, but certain kinds appear to be not wanted at any price. This latter refers more particularly to screenings and slack, the supply of which is entirely out of proportion to the current demand either locally or at nearby outside points. It is also apparent that some large producing companies who declined to take business in the early summer because they wanted plenty of free coal during the fall and winter, are now endeavoring, or would be willing to accept more tonnage under contract if they could obtain it. Commercial trade shows improvement and the outlook in this regard is more favorable as each week passes. The movement of steam coal is light and any great increase is looked upon as somewhat problematical. Supplies everywhere are excessive, and prices on all varieties are nominal only.

Coke continues very quiet. All consumers appear to be well stocked and any effort to force this fuel means still lower prices than those now current.

PITTSBURG, PA.

AUGUST 22, 1900.

That old bugaboo "shortage of cars" is the one disturbing feature in the trade at the present time. Shipments have greatly increased in the past two weeks and the rush of fall business is undoubtedly with us. Prices continue firm.

Mr. John H. Jones, one of the leading directors in the Monongahela River Consolidated Coal & Coke Co., has resigned as a director in that company. Mr. Jones severs his connection with the company on account of his time being too much required for the vast interests he now has in the rail coal mining business. He and his brothers are rapidly pushing the development of the 1,200 acres of coal property, recently purchased by them in the "Panhandle" district. The Jones brothers are also producing considerable coal and some coke at their property on the Allegheny Valley Railway at White Rock Station, Pa. There are 5,000 acres in that tract. In the near future Mr. Jones and his brothers expect to develop the 15,000 acres of coal property located in Washington and Greene counties. All of these vast interests will fully occupy any time that Mr. Jones will have to devote to business.

The annual report of the chief of the Bureau of Mines of the state of Pennsylvania for the year 1899 shows that there was produced during that year 54,034,224 tons of coal in the anthracite region of the state, and 73,066,943 tons in the bituminous region. The average number of days worked in the anthracite region was 120, and 296 in the bituminous region. There was 366 mines in operation in 1899 in the anthracite regions, giving employment to 140,583 persons, and 776 mines in the bituminous district, employing 91,442 persons.

Lucius W. Robinson, president of the Rochester & Pittsburg Coal & Iron Co. recently closed deals for 8 tracts of coal land about Indiana: From John D. Cummins of Washington Township, 110 acres for \$3,282; D. C. Leasure, surface of 367 acres, the coal of which was included in a previous purchase, \$7,338; R. F. Getty, 73 acres in White Township, \$2,175; W. A. St. Clair, 75 acres in White Township, \$2,268; James A. Fleming, 162 acres in Armstrong Township, \$4,553; John Jacoby, 110 acres in White Township, \$3,297; Samuel Shirey, coal and surface of 49 acres in Rayne Township, \$3,434; James D. Wilson, 15 acres in Washington Township, \$460. The total amount paid is \$25,807. This practically closes out the Crooked Creek field, at least so far as this company is concerned. Between four and five thousand acres have been bought at a price aggregating nearly \$150,000.

The Oak Hill Coal Co., has been organized at Owensboro, Ky., with capital stock of \$500 to develop and mine coal land. The incorporators are H. A. Williams, George D. Petit and W. S. Morrison.

PHILADELPHIA, PA.

AUGUST 22, 1900.

The anthracite coal trade, though somewhat quiet, is nevertheless in a healthy condition and shipments seems to be fully up to the expectations of the producers. There is a fair amount of orders being placed from day to day for prompt shipment, and this with the old orders the companies still have on their books, is sufficient to take care of the tonnage coming forward from the mines. Indeed, there seems to be less talk of blockades of coal along the lines and at tidewater shipping ports, this season, than is usual for this time of the year, indicating a somewhat steadier demand, as the tonnage has by no means been light, and it is remarked that if the present conditions could be maintained throughout the year, where the pressure from either side is not excessive and yet sufficient to cause a regular movement of coal, the trade would lose much of its troubles that characterize it in times of extreme dulness or activity. Most dealers have been putting in some stocks in addition to their daily wants to protect themselves against any possible labor troubles at the mines, though they are not thought to be heavy, and that large shipments will be necessary when actual fall trade sets in. The far East is reported as having light stocks on hand, while the West is likely to call for increased shipments now that lake freights are down to 30 cents a ton. Some of the domestic sizes of coal are still reported short, particularly broken and nut coal, and orders for these sizes are not receiving prompt delivery. Steam sizes continue in good demand and prices are firm. There is nothing new in regard to the strike situation, though the general impression is that the operators will not meet the union in joint conference on the 27th.

The soft coal trade continues to show a fair demand, which on the better grades of coal is considerable in excess of the supply, and this it is thought, is to some extent reflected on the poorer grades though there is a feeling among some of the producers that the demand from some of the territories is not as active as it was a week or ten days ago, which also appears to be borne out by the blockaded conditions of the Pennsylvania Railroad, who were obliged to embargo their tidewater shipping ports until their line can be cleared of its present congested condition. This embargo went into effect on the 20th and until further notice from the railroad. The far East is calling for a fair amount of coal, though its being largely for the better grades, they are not getting as much as they want. The Sound trade is active though little of it is going from this port on account of the higher ocean freights and the scarcity of vessels. All-rail shipments continue regular and amounts to considerable in the aggregate.

Transportation from mines to tide is slow and it is uncertain when the blockade on the Pennsylvania Railroad will be raised. Cars supply is about up to demands. In the coastwise vessel market the smaller craft is very scarce and rates firm. We quote as follows: to Boston, Salem and Portland, 70-75 cents; Sound ports, 60-65 cents; Portsmouth, 75-80 cents; Dover, \$1.00-\$1.15 and towage; Wareham, 85 cents; Lynn, 80-85 cents; Newburyport, 90 cents; Saco, 90-95 cents and towage; Gardiner, 80 cent and towage; Bath and Bangor, 80 cents.

WHEELING, W. VA.

AUGUST 23, 1900.

The past week, instead of bringing the revival which was confidently expected to follow the general resumption of the fuel consuming industries, has brought, if any change, a slight reduction in the demand for coal. The failure of the workmen and managers of the large iron and steel producing concerns to reach an agreement in the matter of wages, has prevented the resumption of the largest of the fuel consumers, and the hot weather which has prevailed all over the country, has made it impossible for the glass and pottery trades to do much, although they have for the most part resumed operations after the summer stop.

Of course, there is some consumption of fuel in the households of the country, but that is a small item at this time of year, and especially when the frost line seems as far distant as it has seemed the past week. However, the outlook for the future is good, and it is the general belief that the coming winter is going to be a busy one for all lines of manufacture. The slowness of the iron and steel industries in getting to work is allowing the consumption of the large stocks which were in hand, and when the demand begins to be felt again, it will be strengthened by a practical famine all over the country.

The week in the Fairmont region has seen the output reduced to the point where the mines running a little better than half time are sufficient to meet all demands. Still, there is no fear expressed, and everybody seems to be full of confidence for the near future. New mines are being opened at several points on the line of the West Virginia & Pittsburg Railroad, but, of course, these new workings are being started for the most part by people who have not yet tried producing coal in this section. The Fairmont region seems to be a favorite spot for Pennsylvania mining people to make a try. Several mines have been put into operation there within the year by Pennsylvanians, generally mining people whose grants have run out in their native state, and who are attracted hither by the cheapness of West Virginia coal. One notable instance of the new mines opening on the lands of Governor Atkinson's wife, near Clarksburg, which is really a part of the Fairmont field. These mines are operating by people from Uniontown and Connellsville, and the lease under which they are opened calls for the mining of at least twenty thousand tons a year. The rental is not made public but it is supposed to be 10 cents a ton, which is the standard price in this section.

In the Kanawha valley there is more business in proportion to the number of men normally employed than anywhere else in West Virginia. All hands are employed full time, but this will not last much longer if there is not an improvement in the stage of water so that some of the coal already loaded can be gotten out. The decision of the United States Court in Cincinnati, ordering the breaking up of the combinations which have of late controlled the production of coal in the Kanawha and New River valleys, has had no effect here yet, and its final operation is not exactly understood.

On the Norfolk & Western Railroad, there is little idleness among the mines, although there is hardly as much demand now as there was a few weeks ago. Business is still good, but not rushing. On the line of the West Virginia Central & Pittsburg Railroad, there is good business, but it is falling off again, since the Maryland mines are getting to work.

CONNELLVILLE, PA.

AUGUST 21, 1900.

The Courier says: "The production of coke in the Connellsville region continues to drop at the rate of close of 10,000 tons a week. The operators are keeping pace with the furnacemen and not allowing the coke to stack up either on the furnace yards or at the plants in the region. Heroic measures are being adopted to keep the market in good shape for the expected boom this fall. Last week shipments were several hundred cars greater than on the previous week, but the gain was merely the fluctuation of a dull market. They may drop back twice the gain this week. Prices are quoted at the old figures and there is no disposition among the larger operators and none of the smaller ones in the Connellsville district to shade them. Outside cokes are selling at \$2.00 and less for furnace, and at the price demand is very light.

"Furnace coke is quoted at \$2.25@ \$2.35, and foundry coke \$2.50@ \$2.75. These figures are for standard Connellsville."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.00
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.00	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91 1/2
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

CLEVELAND O.

AUGUST 22, 1900.

Very little chartering is being done, and there is nothing new in the freight situation. Milwaukee coal cargoes are offered freely and there are very few vessels on the market for that port. Plenty of Lake Superior tonnage offered. Rates firm at 35 cents to Portage and 30 cents to the head of the lakes.

The shipments of coal to Lake Superior prior to August 1st was 1,000,000 tons over that period last year. To Lake Michigan the shipment has increased about 500,000 tons. The movement has been so heavy that the docks are pretty well jammed and nothing is being sent up now but lump coal. The nut coal and slack have been collecting in the cars here until the yards in some places are congested. The railroads are therefore urging the shippers to move the stuff, especially as there is a new demand for cars. The movement of coal is now restricted almost entirely to contract tonnage, hardly enough wild boats being taken to make a market.

COMMUNICATION.

CHICAGO, Aug. 23, 1900.

EDITOR BLACK DIAMOND, Chicago.

Dear Sir:—I notice on page 195 of your valued issue of August 18th you say, "Two prominent members will play golf for the championship of the coal trade." I do not think they can claim the championship of the coal trade until Mr. Arthur T. Bowen, of the Peabody Coal Co., has crossed clubs with the winner.

Yours very sincerely,

FOUR DOWN AND THREE TO PLAY.

OPPORTUNITY NOW FOR SELLING COAL IN SOUTH AFRICA.

South Africa is one of the few markets offering immediate opportunities for the sale of coal, and it is believed by those well posted in the trade possibilities of this product in that colony that if a year hence the United States can compete with England it will be surprising. Contracts have recently been made in England for South Africa for 26,000 tons of Ocean Merthyr steam coal for the Western Railway system, to be delivered at the rate of 5,200 tons per month, at 40s 1d per ton of 2,240 pounds, and from 7,200 tons to 12,000 tons per month of Indwe steam coal for all railway systems for six months from the date when ordinary traffic on the Indwe Railway is resumed. The contract price in the latter case is 20s per 2,000 pounds, plus cost of dumping when necessary. Other substantial contracts secured by England are those of 50,000 tons from the Imperial military authorities, which it was agreed to take over into two stories for railway use upon the basis of the Western system contract rate, viz. 40s 5 1/2d per ton, delivered into stores at Cape Town; 46s 10d per ton, delivered into stores at Port Elizabeth, and 56s 10d per ton, delivered into stores at East London. The agent-general of the Cape Colony has also been requested to arrange contracts for the following additional quantities: 26,000 tons to be delivered at Cape Town at the rate of 5,200 tons per month and 800 tons to be delivered at East London. It is hoped that South Africa coal mines will again be in working order before these supplies are consumed. If the mines in that colony are fully operated there will be no chance even for British coal there. The above data serve as a guide in regard to prices when dealing with such large quantities.—New York Journal of Commerce.

COAL IN SPITZBERGEN.

"The coal deposits which Spitzbergen possesses, or is supposed to possess," says London Engineering, "continue to attract a fair amount of attention, and in Norway no less than three syndicates have been formed for the purpose of exploiting them. A representative for one of these concerns has recently set out for Spitzbergen in order to erect buildings and commence working. The latter is not supposed to offer any difficulties, as the coals lie high in the ground, and the coast conditions are also favorable, which is more than can be said of the Bear Island coal deposits. These are supposed to amount to an aggregate of some 8,000,000 tons, but as the Lerner Syndicate has sold its rights and property, the manner in which these deposits are going to be worked is still uncertain."

ON THE WING.

The Ontario and Western R. R. expects to add by purchase 800 feet of river front at Cornwall for coal dock extension.

Mr. Mulgrew, of Mulgrew & Phillips, Dubuque, Iowa, was circulating among the wholesale coal men of Chicago this week.

Mr. D. J. Levi, Auditor the Delaware & Hudson Co., Scranton, Pa., was visiting friends among the Chicago coal trade this week.

Mr. R. P. Gillham, superintendent of the Campbell's Creek Coal Co., was in Chicago this week looking up old friends in the coal trade.

Mr. Jesse Eddy, of the firm of Dickson & Eddy, left New York on Saturday for a ten days' vacation on the great lakes, his destination being Duluth.

The American Coal Co. has declared a semi-annual dividend of 4 per cent, payable September 1st. Books close August 22; reopen September 1.

The city clerk of Newark, N. J., asks proposals for coal, particulars of which may be had on application. Bids to be in on Thursday, September 6, 1900.

Mr. Rupert of Rupert & Morgan, Battle Creek, Mich., visited the Chicago trade early in the week while en route to the east coast summer resorts of Lake Michigan.

The Etherley Coal Co., Galesburg, Ill., wants one hundred more miners, a force of sixty-five is now engaged, but more men are wanted, because the firm cannot fill its orders.

A new Illinois Corporation is the Auburn & Alton Coal Co., Auburn; capital \$20,000; to mine coal, etc., incorporators, Joseph M. Grout, W. S. Campbell, and Edward C. Wickham.

Mr. Simpson, general manager of the Flemington Coal & Coke Co., reports that the strike in their region is practically over, and that all their mines will be in full operation again by September 1.

The latest discovery of coal in Nebraska is at Bennett on the "Burlington Route," on the farm of F. L. Turner, three miles northwest of town, his well drillers found a three foot vein 280 feet below the surface. Further tests will be made.

At Frankfort, Ky., the Ohio Valley Railroad Co., of Huntington, W. Va., has filled articles of incorporation. The capital is \$1,000,000. The articles provide for a road from Huntington to Ironton, O., through the coal regions of Kentucky.

Miss Hattie Nolan, of Rogers Park, Chicago, who was killed, August 21, by a suburban train at the crossing of C. M. & St. P. R. R., at that place, was the daughter of Mr. J. C. Nolan, the well known, veteran coal dealer at 1524 State Street, Chicago.

Mr. C. A. Cruikshank of the Cruikshank Lumber & Coal Co., Hannibal, Mo., broke his return journey home at Chicago, to call upon the coal trade. Mr. Cruikshank had a most enjoyable trip through the lakes to Georgian Bay. He was accompanied by his wife.

Bids were opened on Tuesday for the erection of a coaling station to accommodate 10,000 tons of coal, and a pier at Frenchman's Bay, on the coast of Maine. The contract has not yet been awarded, but it is understood that work will be commenced shortly and pushed to a finish.

A large part of the traffic handled by C. & E. I. is coal hauled from the mines in southern Indiana and Illinois to Chicago. The character of the freight permits heavy loading. The average train load on the C. E. & I. has increased from 312 tons in 1895 to 414 tons in 1899, each year showing a gain in this direction. The recent extension to the Mississippi gives the C. & E. I. a much better position.

Mr. L. G. Gordon, representing English capitalists, has been securing options on the mining properties located on the T. & O. C. R. R. in the Hocking Valley, Ohio, looking to the formation of one company to control the whole of the output of the Hocking coal on that line. It is understood that Mr. Gordon has secured options on all of the properties outside of the Sunday Creek interests and expects to be able to close them soon.

Mr. L. M. Hammond, the Cannel man, 225 Dearborn street, Chicago, says: "The present hot weather ought to be investigated and if necessary an injunction issued."

Coal is selling in New Haven at \$4.50 per ton delivered to the consumer. This is the result of a fight which has been on there for some weeks among the retail trade, and some think the end is not yet, though it is not likely to affect the wholesale prices.

Mr. Z. W. Davis, until recently connected with the Lehigh Valley Coal Co., Chicago, has accepted the position of city salesman proffered him by Mr. H. H. Taylor, manager of the B. Uhrig Fuel Co., 355 Dearborn street. Mr. Davis is well and favorably known in coal circles.

Our Philadelphia correspondent states that the consensus of opinion among the trade in that city is that the operators will not attend the meeting of the anthracite miners and their union officials at Hazleton, on Monday, August 27, and the inference is that a strike may result.

A cablegram from West Hartlepool, England, says: "Inquiries are being made here on the northeast coast generally by a Liverpool house, on behalf of the French government, for steamships to carry a million tons of coal from Norfolk, Va., and deliver it in France within the next fifteen months."

The Pennsylvania Railroad notified their shippers on Monday, Aug. 20th, that all shipments to South Amboy and Greenwich will be embargoed from that date until further notice. This is understood to be on account of the badly blockaded condition of their line and shipping ports with coal, both anthracite and bituminous.

The London Daily Chronicle has the following to say in regard to American coal imports: "American coal owners seem bent on gaining an entrance into the British market. We wish them good luck in the name of free trade. Let them do their best in their open market and bring certain greedy folk on this side of the water to their senses."

On Saturday last, Aug. 18, a most disastrous fire broke out in the Primrose colliery workings, Slope No. 3, in the Mahanoy Valley, Pa. This mine is operated by the Lehigh Valley Coal Co. It is feared that three Poles lost their lives. Some sixty mules were suffocated by smoke and so far the damage to the mine has not been estimated.

Mr. Gwilym M. Williams has been reappointed state coal mine inspector for the Wilkesbarre district, and Mr. Hugh McDonald has had the same honor conferred upon him for the Pittston district in Pennsylvania. They have held the offices for a number of years and are among the best versed mining men in the entire anthracite region.

The Kankakee Gazette says: "The Illinois Central Railroad is now making an important test of coal consumption on the Chicago division, with the hope of realizing that mine run coal will produce as good results as the screened lump in present use. The test is being made on two engines in the freight service and the outcome will be watched with much interest."

A Seattle, Wash., correspondent writes that: "the mine belonging to the Co-operative Mining Syndicate is being negotiated for, under lease for a term of years, by Seattle men. It has been rumored that the output will be taken by the Northern Pacific Coal Co. The property is located near Palmer, Wash., in the vicinity of Ceder Mountain and other mines in that vicinity."

A dispatch from Britt, Iowa, announces that hungry and thirsty hordes of dust begrimed pilgrims are assembling there to nominate a national ticket. These people are known as the Lilies of the Valley "which toil not, neither do they spin, etc." By a singular confidence, Mr. S. M. Stanley--the only Sam, happens to be in Britt, and his friends say they will expect an explanation.

"Modern Culture" formerly Self Culture Magazine for September, begins a new career under its new title. With broader aims and a broader title the new owners bespeak for Modern Culture, not only a broader patronage and a broader field of usefulness but also a greater dissemination of practical and useful knowledge. This magazine is published in the Caxton building, Cleveland, Ohio.

It is reported that three freighters--the British steamship Reynolds 2,083 tons; Trevanon, 1,566 tons and Rathmore, 1,900 tons, has been chartered to carry coal from this country to France and it is understood that five more vessels will be chartered in a day or two for a similar purpose. It is said that a million tons of coal are involved in the transaction which is principally for private purposes.

The Treasury Department at Washington, D. C., is asking for proposals for furnishing 500 tons soft coal, equal to George's Creek or Pocahontas for use of the U. S. Revenue Cutter service to be delivered at Wood's Holl, Mass. Bids must be in September 4, 1900.

The "Manitou Fuel Co.," an incorporated company, capital stock \$15,000, was organized August 17, by the election of the following officers: Delos Hull, president; Frank E. Lukens, secretary and treasurer; Board of directors: Delos Hull and George Sinden of Oak Park, Ill., and Frank E. Lukens of Chicago. The firm will do a general team track and car load steam business in Chicago; with general office 1433 Monadnock Block, telephone, Harrison 588.

Mr. Herman Justi, commissioner of the Illinois Coal Operators' Association, with offices at 355 Dearborn street, Chicago, will deliver an address entitled "Relations of Capital and Labor," at Labor Day celebration, Springfield, Ill., September 3d, 1900. This is an admirable opportunity and occasion for presenting truthfully and explicitly the relations which should exist between the two, and it may be confidently predicted that Mr. Justi will present the matter fairly and squarely without prejudice.

The Wilkesbarre (Pa.) Times says: "A man prominent in mining and labor union circles is responsible for the statement that a large number of miners and laborers in the anthracite region are leaving here weekly for the soft coal regions about Pittsburg and estimates that fully 1,500 men have left Luzerne county for the West in the past three months. While most of the miners were Poles and Slavish, there were also many Germans, Irish and Welsh who are attracted West by the good wages offered."

According to the Call of San Francisco, Henry Chalker of that city states that one of the richest coal deposits in the world is in the Island of Luzon, one of the Philippines. He says: "It is hard coal, excellent for steam purposes and not difficult to mine. I believe, though, that the government should step in and secure control of some of this coal land before it is all gobbled up by private syndicates. It wouldn't be an expensive experiment to open up mines that would supply all our naval coaling stations in Pacific waters."

Our Philadelphia correspondent says: "There is little to fear from a strike as it is believed very few of the miners in the Schuylkill region will quit work. They are paid differently as the amount of wages they receive depends upon the selling price of coal and their wages are fixed on a sliding scale. The policy of the Pennsylvania Railroad Co. and the Philadelphia & Reading Coal & Iron Co. has been to ignore the labor association, but both of these companies are always willing to listen to any grievances their employes may think they have."

G. Herman & Sons, Toledo, Ohio, are issuing to the coal trade some very neat blotters--red, white and blue pads, covered with pink cellaloid on which appears their name and address, etc. Mr. Herman, the father and head of the company, is at present touring Europe and writes from Exeter, Eng., Aug. 1, in which he says in part: "Look out for your hard coal. I have visited many coal yards in England and find that there is a great demand for American anthracite at \$12.50 per ton. The coal you have on hand now will be valuable property this winter."

The price list and circular of Hull & Co., Traders' building, Chicago, is complete in every particular, as it gives the full description of all coal and coke shipped by them and also analysis of their new "Henriette" smokeless coal, which is very low in volatile matter, hence producing little smoke. This company are well known shippers of Lehigh grade anthracite and Eastern bituminous coal, also Indiana block and other Western soft coals. Their specialty is high grade coke such as Hull Pocahontas and Connellsville, both of which are standards for purity, etc. Dealers should write for one of these circulars.

One of the most interesting and important features of the labor situation in the upper Anthracite region is that the miners of the Delaware, Lackawanna & Western mines are not in harmony with the United Mine Workers, a general organization which includes the soft coal miners and is made up for the most part of them. The operators in this anthracite region have firmly refused so far to recognize the Miners' Union or to deal with its officers and committees, on the ground that they were not employes of theirs. The local miners now appear to think that they can make better terms by forming a union of their own which the operators will recognize, and with which the latter will confer. Probably they are right in this. And in any case the interests of the anthracite miners are not the same as those of the soft coal miners, and they have not in the past been efficiently served by the United Mine Workers. It is likely also that a more limited and compact union would be better able to prevent and less tempted to promote strikes.

Several more coal men have invested in stock of the Chicago Oil Co. 115 Monroe street, Chicago, this past week, and all seem well satisfied with the prospects. The chances are certainly in their favor, and as it is a good thing, the stock is selling fast, and will soon be disposed of. As will be noticed on page 238 of this issue, flattering offers are being made to the coal trade, because the principal stockholder has many connections therein.

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Mr. O. W. Stager, transportation master of the Philadelphia & Reading Railroad, and family, left on Tuesday last, for a well earned vacation. Mr. Stager's trip will be rather a novel as well as a pleasant one, as he goes to Duluth and return on a coal barge, no doubt not wishing to break his association with the trade even while on a holiday. Mr. Stager is a decided favorite in the trade, and his many friends join us in wishing him *bon voyage*.

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From reports to hand indications are that the domestic and export trade in soft coal this fall will be the largest in the history of this industry in the East. During three days of the past week charters were made for thirty-five vessels aggregating a tonnage of 36,000 tons for shipment abroad and to points along the Atlantic seacoast. Among the steamers were the Pala to carry 4,500 tons to Havre, and Theresa, to carry 2,000 tons Eureka coal to Port of Spain, Trinidad.

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A correspondent at Wilkesbarre, Pa., says: "Notices were posted August 21 at the collieries of the Pennsylvania Coal Co. in this district for ten hours work a day and six days a week. This is the first time full time has been ordered, the men having done no better than seven or eight hours a day and three or four days a week. It is taken as an indication that the company is desirous of getting as much coal as possible in its storage yards before the strike which is threatening the entire region breaks."

**

Mr. Chandler Fontaine Lemmon, cashier of the Burlington Coal Co., 225 Dearborn street, Chicago, and Miss Roma Hattie Adams were united in marriage at the home of the bride's parents, 459 New York street, Aurora, Ill., on Tuesday, August 21st at 1 o'clock P. M. The bride is the daughter of Mr. and Mrs. H. B. Adams of that city and the groom is the eldest son of Mr. T. A. Lemmon, secretary and treasurer of the Chicago, Wilmington & Vermillion Coal Co., Old Colony building, Chicago. The many friends of the young couple wish them a whole lot of happiness and a pleasant journey through life. The presents were both numerous and costly.

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The London Financial News says: "The position of the Scotch coal trade continues strong and proprietors have no difficulty in getting full prices. Some stocking is being done against winter requirements, but it is feared should it assume glaring proportions that coalmasters may put up prices against buyers. The men are now earning a minimum wage of 8s per day which will remain unbroken till February 1st. Large profits are being made by the various companies. Prices are on an average 6s (\$1.44) per ton dearer than at this time last year. Consumers complain that the high price is sweeping aside all hope of profit, but with the foreign demand so strong, coal owners are independent and stand for their own price."

**

The following appeared in the Durham Daily Sun of Durham, N. C., large type headlines, etc., a copy of which was sent to one of the New York agents of the larger companies, evidently with the object of impressing him with the magnitude of their coal business in that town: "A few days ago, George H. Beall, one of Durham's well known coal dealers, received a shipment of coal that was the largest ever brought to Durham at one time. Twenty-one cars were required to bring this immense shipment of coal to Mr. Beall. This gentleman does a large business, as the above shows, and he is thoroughly preparing for it. Year before last he did a tremendous business, but the past year exceeded that. He has closed an order for over one hundred and twenty-five tons more of hard coal alone than the year previous."

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The general superintendent of one of the largest coal companies in the anthracite region in Pennsylvania, states in regard to the proposed joint convention at Hazleton, August 27: "We refused to meet them at Scranton and and at Pittston, and for the same reason will not meet them at Hazleton. We are willing to treat with our own employes, but refuse to have anything to do with outsiders. The grievances of the men are not so great as they would like people to believe. The operators believe, with many who are not engaged in mining coal, that the anthracite mining and miners are governed by Western men who are working for the West instead of the men employed in the East in the anthracite field. There is an appreciable difference in the conditions of bituminous and anthracite miners, but always in the former's favor. There is a reason, of course, but the operators in the anthracite field are not responsible. There is a greater demand for soft coal, and in consequence the miner engaged in the West, works a greater number of days per year and is paid a higher wage."

Hon. Mayor Loren E. Wheeler, of Springfield, Ill., was married on Wednesday, August 22nd, 1900, to Mrs. Maud Hoffman at the home of the bride's parents, Mr. and Mrs. Philip Hoffman, of that city. The wedding tour will include Denver and other Colorado points. This is the second term Mr. Wheeler is serving as mayor, and he is a prominent coal dealer of the capital city of Illinois. THE BLACK DIAMOND unites with the coal trade in extending hearty congratulations and wishing the bride and groom much happiness.

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A correspondent at Norfolk, Va., writes that in regard to the cable from West Hartlepool, England, stating that a Liverpool house is asking for tonnage, on behalf of the French government, to carry a million tons of coal from Norfolk to France, to be delivered within the next fifteen months. Col. William Lamb remarked that he had no doubt the French government is inquiring for tonnage, but even if the tonnage could be secured, they would for want of facilities to handle the coal on this side, be unable to get the coal, that the coal interest had already refused contracts of over half a million tons.

CONSUL'S OPINION ABOUT COAL VESSELS.

The strike of the employes of the Taff Vale railroad in Wales continues and the line is tied up. The strike is bound to affect the coal trade, as the road is the chief outlet of the South Wales collieries to Cardiff. The strikers cut the telegraph and telephone wires along the line on Tuesday, A. M., August 21. It is apparent in this connection, that capitalists in the United States do not as yet seem fully to realize what this situation in Great Britain and in Europe may mean for the United States. The owners of our coal mines are ready enough to offer coal of good quality and at a very tempting price, delivered at Philadelphia or Baltimore, or Newport News. But they do not seem as yet to understand that they have got to solve the question of transportation before that great market, which is now opening up across the sea for American coal, can be fully supplied. It is said here that there seems to be a fine opening for American capital through the construction of suitable steamers built expressly for the coal carrying trade, and the United States consul at Berlin, Mr. Mason in a recent communication made to the State Department of which some extracts have been put in circulation in this city, states that if the marine engineers of the United States will plan a collier suitable for transatlantic coal traffic, a vessel with a great carrying capacity, not expensively built, capable of steaming eight knots an hour, and furnished with adequate machinery for handling the cargo, or, in other words, with the best economizing apparatus, steamships of that kind will not only command the coal carrying trade for the United States, but will vastly develop it. Mr. Mason says that a vessel of that construction would do for the American export coal trade what the tank steamer has done for petroleum export and what the steamer barge has done for the ore and coal trade of the lakes.

MAN, MUSCLE AND COAL.

The fact that the new steamer Deutschland developed power at the rate of one horse power hour for each one and one-half pounds of coal consumed has been said to be the greatest development of marine boilers and engines. Static power producers have done better than this. At the Edison power plant power has been developed at the rate of one horse power hour for each pound of coal consumed. Here is an achievement worthy of driving a stake or planting a monument in the highway of civilization. A few easy equations from this starting point will lead us to:

- One pound coal equals one horse power hour.
- Two thousand pounds coal equals 2,000 horse power hours.
- Two thousand pounds coal equals 200 horse power days of ten hours each.
- One horse power hour equals fourteen man power hours.
- Two thousand pounds of coal equals 2,800 man power days of ten hours each.
- Two thousand pounds coal equals nine man power years of 311 days each.
- Value of 2,000 pounds coal, excluding transportation, \$1.
- Annual production of coal in the United States, 240,000,000 net tons.
- Potentiality in man power years of 240,000,000 tons of coal, 2,160,000,000 years.
- Estimated number of male producers in the United States, 20,000,000.
- Ratio between 20,000,000 male workers and the potentiality of 240,000,000 tons of coal, 1 to 108.
- That is to say, 20,000,000 workers, without the aid of coal, would have to labor 108 years to develop a force equal to the potential energy of the present annual production of coal in the United States.—The Chronicle Chicago.

It is said an acid, distilled from rain-soaked coal dust, has made its appearance as a dangerous enemy of steel cars. It eats into the metal and causes rapid corrosion.

The Monongahela Consolidated Coal & Coke Co. will soon have work started on 200 or 300 new coal barges and flats. The supply has been a little short ever since the combine was organized, but it is intended now to build a plentiful number, so that with even a great fleet of boats downstream there will still be plenty in harbor to be loaded in case of a rise. The boats are to be built of cypress and will cost about \$600 each.

The situation in the anthracite coal region of Pennsylvania is such that a general strike at any time would not be surprising. A history of miner strikes would probably show that the strikers lose nine times out of ten. But this knowledge does not seem to deter the men from listening to the demagogues who for reasons of their own are anxious to stir up trouble. This year not only are the official labor agitators at work, but political emissaries are believed to be actively interested in bringing about disturbances.

ASSOCIATION NOTES.

The Michigan and Indiana Retail Coal Association.....349

NEW MEMBERS.

M. BROADWELL, Bangor, Mich.	JOHN BROOKS & SON, Owosso, Mich.
E. CHAPPEL, Belding, Mich.	ROBERT BOOTH, Dryden, Mich.
CKERS & REDDING, Gobleville, Mich.	JAMES CASSIDY, Wyandotte, Mich.
OSASKIE, Wyandotte, Mich.	KELLY & LYMAN, Wyandotte, Mich.
E. EBERTS, Wyandotte, Mich.	H. W. WILSON, Marlette, Mich.
EO. H. SIPLE & Co., Ostego, Mich.	R. A. COTTRELL Marine City, Mich.
SICKEN, Marine City, Mich.	JOHN WEBB, South Lyon, Mich.
S. B. HOLT, Howell, Mich.	J. W. LUCAS & Co., Benton Harbor, Mich.
E. GODFREY, Benton Harbor, Mich.	UNION ICE & COAL Co., Benton Harbor, Mich.
A. MANS, Trenton, Mich.	VAN OSTRAND & ELMER, Mason, Mich.
SENBURG & FORBES, Middleville, Mich.	ELLENBASS & Co., Zeeland, Mich.
ANIEL BLAIN, Rockford, Mich.	MATTHIAS CALEY, Metemora, Mich.
L. GRIFFIN, Napoleon, Mich.	RUSSELL & GRADOLPH, Petersburg, Mich.
HE C. E. DEPUY Co., Stockbridge, Mich.	SMITH & GRAHAM, Ligonier, Ind.
S. FARNHAM, Richmond, Ind.	HENRY LINDER, Angola, Ind.
J. PILLIOD, Angola, Ind.	KERLIN & RYAN, Flora, Ind.
RS. R. S. TULLOCK, Charlevoix, Mich.	GEO. W. WEEKS, Ann Arbor, Mich.
NS BROS., East Liberty, Mich.	CATE & SON, Milford, Mich.
EAVER & WATKINS, Milford, Mich.	W. W. CRIPPEN, Milford, Mich.
L. BAUGHMAN, Lowell, Ind.	JOHN DEIBELE, Kendallville, Ind.
C. ROBERTS, LAPEER, Mich.	COLBY MILLING Co., Dowagiac, Mich.
CHIGAN CITY LBR. & Coal Co., Mich. City, Ind.	J. J. CLASSCOTT, Michigan City, Ind.
T. WILSON, Larwill, Ind.	GEO. C. RUMSEY, Leslie, Mich.
T. & J. SHEATHELM, Holt, Mich.	J. M. ROTHROCK, Morenci, Mich.
J. O'BRIEN, Rochester, Mich.	JOSLYN & MCKUHN, Northville, Mich.

HONORARY MEMBERS.

ABODY COAL Co., Chicago, Ill.	NORTHERN COAL Co., Chicago, Ill.
ONGO COAL Co., Columbus & Toledo, Ohio.	LORAIN DOCK & COAL Co., Cleveland, Ohio.
HAPMAN COAL Co., Jackson, Ohio.	

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Total - - - - 404

Coal Dealers' Association of Iowa and Nebraska.....671

Wholesale and Retail Coal Dealers' Association of Ohio.....755

Mid-State Wholesale and Retail Coal Dealers' Association.....405

Retail Coal Dealers' Association of Illinois and Wisconsin.....760

RAILROAD FREIGHT RATES TO BE HIGHER.

In the wake of the announcement that rates on coal from the fields of Pennsylvania, West Virginia and Ohio to Chicago and the Northwest would be advanced comes word that the Eastern lines practically have decided to stiffen the present bituminous tariffs, 10 per cent April 1, 1901, the advance to be general. Last April the roads raised the rates 35 cents a ton, and although there has been a noticeable decrease in the soft coal freight business, the advanced tariffs have been maintained. It is said the Eastern lines already are figuring for next year's business on the basis of a 10 per cent raise over the existing tariffs. It is easier to maintain coal rates now than ever before, as many of the most important soft-coal roads in the East are close to the Pennsylvania system, which has representation in the board of directors of each. Heretofore it has been difficult to keep up coal rates, as the smaller carriers, feeling that they could not openly compete with the Pennsylvania, used the knife freely and kept the tariffs below the normal figures. Now the Pennsylvania has a large interest in the Baltimore & Ohio, the Chesapeake & Ohio and the Norfolk & Western lines, and it is believed that what ever the big system desires will be concurred in by these lines. With the ten per cent advance the rates on bituminous coal would be only 15 or 20 cents a ton lower than those on hard coal. There has been some talk about intentions of the Western soft coal roads to stiffen the present rates on the fuel. It is known that several of the big Western lines have been trying to "get together" on coal figures. A few months ago roads having coal interests in this state were said to have tried to form a coal pool, but the inability to agree on some conditions prevented the carrying out of the original plans. Down East the roads are having a pronounced but short "rush" on soft coal business. Some of them are finding it difficult to provide enough cars to carry the shipments.

WEST VIRGINIA COAL FOR EGYPT.

The New York Tribune, August 20, has a special dispatch from Newport News, Va., as follows: "Chesapeake & Ohio Railway will shortly begin to make large shipments of its New River steam coal to Egypt, for use by the Egyptian state railways. These will not be the first shipments of coal from Newport News to Egypt, as cargoes have been frequently sent to Alexandria, and it was the satisfaction given by this coal that influenced the Egyptian state railways to send Frank Curtis Morgan, its inspector of stores, to Virginia to contract with the Chesapeake & Ohio for an immense quantity of the fuel. He has visited the New River coal regions, and will in a few days come here to inspect the work of loading coal at the Chesapeake & Ohio piers. He will return to Egypt after several weeks. Mr. Morgan says that at the same price New River coal is equally acceptable with the Welsh coals. It is a fact that coal can be sent from Newport News across the ocean and through the Mediterranean to Alexandria as cheaply as the Welsh coal can be sent here."

A scientific paper asserts that the immense coal deposits of Siberia have been scarcely touched. One mile, with six beds, contains as much coal as all the deposits in England.

CONGRESSIONAL COMMITTEE VIEW CHICAGO RIVER AND CANAL.

The members of the Congressional River and Harbor Committee, together with the Sanitary Trustees, the Chicago River & Harbor Improvement Association, and the Lake Carriers' Association, took a trip from the foot of La Salle street, Chicago, to Lockport, the site of the controlling works, on Tuesday, August 21.

The visitors were enthusiastic over the enterprise and engineering genius of the builders when the controlling works were viewed and inspected. The great bear-trap dam and the water gates were a revelation to the Congressmen, and their workings and action were thoroughly explained. The members were greatly pleased with the canal and the prospects for a deep waterway from Chicago—the lakes, to the Gulf of Mexico are brighter than ever before.

Standing on the dam gates of the Lockport works, Senator Cullom gathered the committee around him and said: "Gentlemen, there's only a few rocks and a little mud between here and the Gulf of Mexico. A little dynamite mixed with brains will do the work."

To show the purity of the water in the canal, Trustee Joseph C. Braden resorted to a practical test. When the tug Hinda was twelve miles out from Chicago he dipped a champagne bottle full of the water and drank to the deep sea waterway project. Congressman Boutell also took big a drink.

"That's what they kick about in St. Louis," said President Boldenweck.

The guests returned as far as Romeo by the steamers and from thence by special train on the Santa Fe Railroad to Chicago. The committee men, while non-committal admit that the work ought not to stop at Lockport.

Senator Cullom said he was confident that the next Congress would take some steps toward the deep waterway project.

There is not the shadow of a doubt that a waterway extending from Lockport to the Mississippi would result in great benefit to the trade in coal, lumber, grain, and other commodities.

Members of the committee on the boats were: Theodore E. Burton, Ohio, chairman; Walter Reeves, Illinois; Blackburn B. Dovener, West Virginia; Roswell P. Bishop, Mich.; Ernest F. Acheson, Pa.; Page Morris, Minn.; De Alva S. Alexander, New York; Thomas C. Catchings, Mississippi; Rufus E. Lester, Ga.; John H. Bankhead, Ala.; Philip D. McCulloch, Arkansas; Albert S. Berry, Ky.; Stephen M. Sparkman, Florida; Thomas H. Ball, Tex.; James Davidson, Wis.; George P. Lawrence, Massachusetts; Luman M. Ellis, clerk.

Other guests were: Congressmen Warner, Mann, Lorimer, and Bingham; Major Willis Moore, Chief of the weather Bureau, Washington; Major J. H. Willard, government engineer; J. C. Evans, T. T. Morford, George Adams, George J. Bryan, Ossian Guthrie, W. H. Cladwick, Eugene Cary, William R. Kerr, Adolph Kraus, Isaac Taylor, and Robert H. Lovett of Peoria; and City Engineer Ericson.

Representing the Chicago River and Harbor Improvement association—George Merryweather, O. W. Goddard, Murry Nelson, and Captain J. S. Dunham.

The Lake Carriers' Association—C. H. Keep, Buffalo; G. W. Gardiner and H. D. Goulder, Cleveland.

THE CALEDONIA COAL LANDS NEAR DU BOIS, PA.

The Ridway (Pa.) Advocate, in a recent article gives the following interesting information regarding the Caledonia coal lands: "What is known as the Caledonia Coal Basin stretches on both sides of the Allegheny Valley Railroad from Benezette to DuBois and is about five miles wide; but the value of this field was little known until Mr. N. T. Arnold commenced exploring it about three years ago. Last season he, with a number of other gentlemen, including Mr. W. H. Osterhout, of this place, and Mr. J. H. Beadle, of Dagus Mines, purchased about 5,000 acres of property which they had tested in the neighborhood of Caledonia. Later Messrs. Hall & Kaul made some small purchases in the same field and projected a railroad from the Pittsburg, Shawmut & Northern down Kersey Run to Weedville. Since this move on the part of Hall & Kaul, we understand there has been some strife between the two factions about securing possession of the most desirable territory, but it would look as though the present deal will result in the harmonizing of the business interests which seemed to have been so antagonistic. It is certainly apparent that several suits pending in the county to contest the right of possession to certain property have been discontinued, and it is understood that others are to be dropped out of the court calendars. It is also intimated that the Pittsburg, Shawmut & Northern Railroad will acquire, by leasing, the lands purchased last year by Messrs. Arnold, Osterhout & Beadle and also the lands of Messrs. Hall & Kaul. This will make the Pittsburg, Shawmut & Northern a very strong coal road and they are to be congratulated on the move they are making to secure control of so valuable a coal property in close proximity to the best markets.

"With the transfer of the Caledonia Coal Co.'s property to Arnold, the last tract of coal in this portion of the state has passed into the hands of those who are interested in its development; and while we cannot ascertain the plans which are to be carried out with reference to this property, yet, it is generally conceded by public opinion that it will not long remain undeveloped. It seems to be reasonably certain that the Allegheny Valley Railroad will be paralleled for the purpose of handling this coal, but whether a new line will be built by the Pittsburg, Shawmut & Northern or by other capitalists, cannot be learned.

The Buffalo Rochester & Pittsburg Coal Co. has been considered the largest holder of coal lands in Pennsylvania and it is possible that they are still to be regarded as such; but the purchases recently made by Mr. Arnold made it is apparent that he is certainly one of the largest holders of proved coal territory both in Pennsylvania and West Virginia.

The Scranton (Pa.) Truth says: "The Consolidated colliery of the Hill-side Coal & Iron Co. at Avoca is again to be put in operation and repairs which will require several weeks to complete have been ordered by superintendent W. A. May of this city. These repairs are extensive ones and will make the breaker a modern and up-to-date structure. This mine has been idle for a couple of years."

COAL NEWS THE WORLD OVER.

There has been a great scarcity of coal in Germany and Russia this year, but the Russians have in Siberia a supply in the government of Tomsk that will become productive and valuable when the trans-Siberian railway is completed. In the Tula and middle districts of European Russia there are also large coal beds that have hitherto been practically untouched. Most of the Russian mines are not worked up to their full capacity, and the means of transportation is very poor. The coal tax has also a tendency to keep down the output.

The mammoth shaft which the Dominion Coal Co., are sinking on their areas at Glace Bay, Nova Scotia, has reached a depth of some 345 feet. The shaft when completed will be the largest shaft on the continent. This vast undertaking will go down a distance of 850 feet. This means in addition to the other collieries 6,000 tons of coal per day.

The dearth and scarcity of Welsh steam coal has induced the British Admiralty to make an extended use of New Zealand combustible. Coal obtained from the west coast of the Middle Island has high evaporative power, and is comparatively smokeless. The Lords of the Admiralty have accordingly decided to buy Westport No. 2 coal for a year on the Australian and China stations.

A cablegram from Paris, France, states that the stokers' (firemen) strikes continue at many of the seaports, and to aid their comrades the miners propose to strike to prevent ships securing coal. In political circles it is thought a coal strike at the moment when coal is needed for war will be extremely serious. The Figaro says editorially: "The miners are masters of the situation and can prevent the war in China. If the coal ships are unable to leave the ports and coal is ordered for America it is feared it cannot be landed. The shortage is serious in France and England, and the strike may paralyze all industries."

The Journal of Commerce, New York, says: "The Russian Government is offering the Dominion Coal Co. a contract to deliver one million tons of coal at Odessa."

It is stated that the French government is seeking bottoms to carry a large tonnage of American coal to coaling points on the Bay of Biscay and on the Mediterranean Sea.

It is rather significant evidencing the fact that British coal masters are not oblivious to the danger of American competition, and that some of the principal firms have become largely interested in the coal fields of the James River in Virginia. In some cases the coal is being worked, but in the majority the fields are being held in reserve, and have only been bored sufficiently to ascertain the extent of the seams.

Minister Delcasse, of France has recently been quietly securing concessions for French coaling stations at important coast points along the route to the Orient. The latest acquisition is the part of Bushire, on the Persian gulf. The concession includes a large section of territory which is to be used as a French Consulate, and is of sufficient extent to permit the establishment of quite an extensive colony.

During the last 20 years in the bituminous coal region of Pennsylvania 2,500 miners have been killed in mine explosions and other accidents, or one miner killed for each 385,700 tons of coal produced.

German experiments have proven that the quality of coal cannot be accurately determined by Roentgen rays, as suggested. Coals having the same amount of ash gave very different images, the variations depending upon the proportions of iron instead of the quantity of non-combustible matter.

England, according to the St. James Gazette, has still 82,000,000,000 tons of coal unused and available. According to the past average rate of consumption, it will be more than 500 years before this quantity is exhausted. The official returns for last year showed a consumption of 157,000,000 tons in Great Britain and Ireland.

COAL IN ILLINOIS IN 1899.

In Illinois the total production during the year was 24,439,019 short tons, of a spot value of \$20,744,553. This was the first year in which the geological survey collected statistics of production in Illinois, as the bureau of labor statistics has been depended upon hitherto. The survey has reports from nearly every one of the commercial mines, and but little difficulty was encountered except in securing returns from country banks. The increase of the last year over the year before amounted to an even million tons, of an increased value of \$2,300,000, as there was an advance in the price of from 79 to 85 cents in the average for the year. This indicates that there was a greater demand for Illinois coal for the last half of 1899 than in 1898, and that the increase in price was in the latter portion of the year. The effect of the settlement of the labor troubles is shown in the fact that the average time made by each miner and laborer in 1899 was 228 against 175 days in the year before.

The number of employes was increased over the year previous from 35,026 to 36,756. The tonnage won by use of undercutting machines increased from 3,415,645 to 6,085,312. The table prepared by the survey showing the production by counties in short tons shows that Sangamon county leads with a total production of 2,289,780. Vermilion county's production came next with a total of 2,591,067; St. Clair, 2,079,353; La Salle, 2,015,304. The other counties, which have a production of 1,000,000 short tons, included Bureau, 1,400,908; Grundy, 1,257,002; Macoupin, 1,727,102; Madison, 1,538,049; Williamson, 1,072,367. The same table shows that Brown county, with its twelve mines, had the most employes, the number being 3,565. La Salle came next with twenty-three mines, employing 3,400 men. Counties employing more than 1,000 men included; Sangamon, 26 mines, 2,793 men; Grundy, 19 mines, 2,703 men; St. Clair, 59 mines, 2,355 men; Macoupin, 15 mines, 2,039 men; Madison 15 mines, 1,350 men; Williamson, 14 mines, the same number of men; Peoria, 43 mines, 1,164 men; Perry, 21 mines, 1,153 men; Fulton, 20 mines, 1,126 men; Jackson, 12 mines, 1,053 men. The highest average price per ton was received in Cass county, it being \$1.60, but the coal in Rock Island county was sold at an average price per ton of \$3.58, the same being true in Warren county. The lowest average price per ton was 52 cents, in Bond county. The average price per ton for the whole state was 85 cents. The average number of days in which the mines were working in the state were 228. The average number of employes in the state was 36,756, in a total of 550 mines.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Parker & Moran are new dealers at Barrie, Ont.

**

D. J. Sullivan & Co. are dealers at Newport, R. I.

**

The Ashland Coal Co. is a new retail firm at Ashland, O.

**

Hays & Sons have started in the retail coal business at Zion, Ky.

**

Savona, N. Y., has a retail coal dealer in the person of R. Seager.

**

Farmers Elevator Co., Faribault, Minn., has decided to enter the coal business.

**

The Marlboro (Mass.) Coal Co., believes in expansion and will probably open a yard at Southboro.

**

The Wheeler Coal and Grain Co., of Laurens, Iowa, is a new corporation with a capital stock of \$20,000.

**

The Decker & Dey Hardware and Coal Co., Gardiner, Me., has been recently incorporated with a capital stock of \$50,000.

**

F. W. Moore, Lansing, Mich., received the board of education contract and will furnish Pocahontas coal at \$3.80 per ton, put in bins, and anthracite egg size, at \$5.52 per ton.

**

Frank E. Steele, Albion, Mich., will soon begin the erection of a coal elevator in the rear of his property on the Michigan Central tracks. The estimated cost of the improvement is \$3,000 and will be fitted up with modern devices for the quick and economical handling of coal. The coal bins will be elevated so that wagons can load from above through chutes.

**

A new firm of coal dealers has been organized in Springfield, Ohio, composed of George C. Lynch and R. B. Darlington. The new firm will have offices at 100 East street, and all business will be handled from that place. Both are comparatively young men, and while they do not, as they state, expect to revolutionize the coal business, they do expect by prompt attention to business and carrying good grades of coal and coke to build up a business which will be a credit to not only themselves but to the buying ability of Springfield as regards black diamonds.

**

Advices have been received by the Fargo Edison Co., Fargo, N. D., that the Bismarck, Washburn & Great Falls Railroad people have shipped Fargo five cars of lignite coal from their new mines, fifteen miles north of Bismarck. It is claimed that this coal is far superior to any grade of lignite ever mined in the state. Severe tests show that it is equal to 60 per cent of Youghogheny. Mr. Hughes says that the coal can be laid down in Fargo for \$2.50 a ton. General Manager Washburn and Traffic Manager Walker will be in Fargo next Monday to watch the tests of the coal under the Fargo Edison Co.'s boilers. Mr. Hughes believes that this coal will revolutionize the fuel problem in and around Fargo and that when people have once learned how to use it they will be glad it has become possible to place it at their disposal.

**

A correspondent writing under date of August 15 from Springfield, Mass. says: The county commissioners held a meeting today at the court house and transacted a lot of routine business. The most important matter before them was the awarding of the contract for the supply of coal to county institutions for the coming year. There were three bidders, M. S. Converse, G. C. Taylor and M. A. Maynard. The contract was awarded to the last mentioned, and the terms are as follows: Jail, George's Creek Maryland coal, at \$4.35 per gross ton; court house, the same variety of coal at a rate of \$4.65 per gross ton; truant school, Hazelton Lehigh coal, at \$5.85 per gross ton. The difference in price for the same kind of coal used at the jail and at the court house is accounted for by the fact that it is delivered to the jail from the cars while it has to be carted to the court house. The experimenting to find some method of allaying the smoke nuisance at the jail is still going on, but with little success. Apparatus made for smoke consumption is intended for use in factories where a good steam pressure is kept up, and they do not appear to work well in such places as the jail and the court house, where the pressure is low, steam being used for heating only.

**

The bids for furnishing coal for the schools of Memphis, Tenn., for the ensuing year, six in number, were opened August 13th, all bids being based on barrels holding 180 pounds each. The figures on lump coal follow: Bannon Coal Co., Alabama, 32½ cents; Kentucky, 29½ cents. Hunt & Bro., S. Bernard, 29 cents; Jellico, 34 cents. Brown Coal Co., Kentucky, 28 cents. Galloway Coal Co., Elk River, 35½ cents; Galloway, 33 cents. Southern Coal Co., McHenry, 28½ cents. Bryan & Eberhardt, Pittsburg, 36 cents. The bids included nut coal, but, as it was stated that nut had never been known to give satisfaction in the schools, it was decided that no nut should be used. There was some discussion of the relative merits of the various kinds of lump coal, but as Mr. Brown claimed that the coal on which he had made the lowest price would be guaranteed to give satisfaction the contract went to the Brown Coal Co. There was a string to the awarding of the contract, however, as Mr. Brown agreed that, if there was any complaints from the school, an investigation was made by the board and it was found that the coal furnished by him was not up to requirements, he would release the board from the contract without involving them in any expense, legal or otherwise.

WESTERN COAL AND COKE NOTES.

The coal deposits at and around Thermopolis, Wyo., are being investigated by railroad men.

Good quality of lignite coal from mines fifteen miles north of Bismarck, at \$2.50 per ton at Fargo, N. D.

James Nowlan, clerk of board of education, Toulon, Ill., will receive proposals for coal, the bids to be in by Thursday, September 6, 1900.

The Riverside Coal Co., Saginaw, Mich., is sinking a shaft for a coal mine of that city on the Fitzhugh farm. The shaft is down about 100 feet.

An excellent grade of coking coal and of good width has lately been mined in Huntington canyon and it is stated that 5,000 coke ovens are to be near Huntington, Carbon county, Utah.

The Pittsburg Coal Co., Bay City, Mich., has at last completed its shaft to the coal level and the miners are now at work driving entries preparatory for mining. It will take several weeks to complete this part of the shaft but the company will be in a position to furnish fuel by the time the demand opens.

The Huntsville Coke Co., Moberly, Mo., has completed one oven for the manufacture of coke. Coal from the various mines of Randolph county will be tested before other ovens are built. The enterprise is being closely watched by railroad men and mine operators. If it proves a success others will be built.

J. Peterson, who, with R. A. Mooneyham, Carthage, Mo., recently secured a sublease on fifteen acres of the Tyree farm a mile east of town the East Carthage Mining & Prospective Co., have commenced work in sinking a "coal shaft." The shaft is eighty-five feet deep, and cuts a three-foot vein of soft coal at the twenty-two foot level.

The Bloomfield (Iowa) Republican says: "People are somewhat interested just now in the report that coal has been discovered in paying quantities within the limits of the city. Isaiah Plank, of Pulaski, has been prospecting on the north end of the Sel Swift land and has discovered what he believes to be a good vein of coal and is securing leases upon the land of Mr. L. C. Carroll, Thomas Dunlavy, James Hartup and perhaps one or two others and will go on with his prospecting until it is definitely ascertained as to the extent of the find."

The Shamrock Coal Co. has been organized at Williamsport, Ind., with Arthur C. Gruber, of that place, as president and treasurer, and Frank H. Darby general sales agent. The company's mines are located in the Pennsylvania region, along the Somerset & Cambria branch of the Baltimore & Ohio Railroad, about fifty miles above Cumberland.

A correspondent at Lapeer, Mich., writes: "Chas. Pollard, acting as agent for A. E. Sleeper of Lexington, has leased about 500 acres of land near Carpenter's Station for the purpose of prospecting for coal. Drilling will commence at once under the direction of Mr. Lauderbach of Akron, who was one of the locaters of the Bay City and Saginaw mines."

The Alton Railroad has just ordered 500 50-ton steel cars for its coal trade, making a total of 1,300 cars of this kind bought since January 1, in addition to 1,000 40-ton wooden cars for coal trade, which were purchased last year. For the first seven months of this year the coal traffic of the Alton shows an increase of 25 per cent over the corresponding period of last year. Reports of a rate war on coal between the Alton and its competitors are denied by officials of the interested roads, but the rapidly increasing coal traffic of the Alton is certainly attracting much attention.

A new coal company, which expects to afford employment to between one hundred and one hundred and fifty men is about to be organized at Kewanee, Ill. It will be known as the Kewanee Coal & Mining Co., and will be capitalized at \$25,000. The license to organize has already been received, all the stock taken, and the officers will be elected about September 1. A shaft 7x14 feet is being sunk to the 4 foot vein of coal which is about 100 feet from the surface. The stockholders of the company are John Fischer, Philip Henry, John Henry, Fred Henry, Adolph Lindberg, Michael Frey, John Streicher and John Stuhl.

A correspondent at Des Moines, Iowa, says: "The coal operators have been successful to a large extent recently in contracting with several of the large railroads for a supply of fuel at rates which are considerably advanced over those of last year. The Chicago Great Western has agreed to the price of \$1.65 demanded by the operators, as against \$1.35 paid last year. The road at first offered \$1.55, but finally came to the operators' terms. The greater portion will be sent from Des Moines. The Northwestern has placed its orders with the Saylor Coal Co., but the price is not made known. The Des Moines Coal & Mining Co. will furnish a large amount of fuel for the Chicago, St. Paul & Omaha road, and is negotiating for large contracts with several other roads."

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PROPRIETORS

HURRICANE

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A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

The Ellangowan colliery, at Shenandoah, Pa., which has been idle two months, resumed operations.

It is reported that a number of miners have struck at Dunmore, Pa., on account of alleged excessive dockage of coal.

The Rock Hill Iron & Coal Co. have placed new cages and hoisting machinery in their coal mines at Robertsdale, Pa.

The big 500 ton new steel cars of the H. L. & W. Railroad are now being received at Scranton and being placed in service.

The Snowshoe Coal Co., at Snowshoe, about 22 miles from Bellefonte, Pa., sustained a severe loss by fire recently—about \$10,000.

The Bewind-White Coal & Mining Co. sustained a severe loss last week by the destruction of its modern mining plant at Dubois, Pa., last week.

It is reported that the Pittsburg Coal Co. has bought the J. H. Somers & Co., coal plant at North Bellevernon, Pa., including 300 acres of coal land.

A new Ohio corporation is the Monarch Coal Co., Columbus, which will sink three shafts in the Wills Creek valley, where it has upwards of 1,000 acres of good coal land.

The Stuart Coal Mining Co., of Stuart City, just north of Dull's, is rapidly maturing plans for a big business at that point, where the largest coal plant in Somerset county will soon be in operation.

The directors of the county house, ask proposals for coal, Scranton or Lehigh. The bids to be in the hands of Warden G. A. Leida, Townsburg, Warren county, N. J., on Thursday, September 6, 1900.

A Philadelphia paper says: "The Crabtree and Jamison miners, two of the largest mining plants in the vicinity of Greensburg, Pa., have announced a reduction in wages of 20 per cent and 10 per cent respectively."

According to the Herald of Elizabeth, Pa., large tracts of coal lands are changing hands in the vicinity of that town. That important tract the Wycoff coal land cannot be sold until the court make a decree, affecting certain interests.

The Marine Coal Co. is preparing to open new mines at Fayette City, Pa., where it has several hundreds of acres of coal. A steel tippie is to be built. Coal is to be ready for shipping by rail, November 1st if possible and by river, by January, 1.

D. C. Colbert of Orange, N. J., who has bought the mineral rights of a large acreage of land on the hills adjacent to Georgetown, Ohio, will at once sink a shaft to the 4-foot vein, and in the meantime drill and make tests for the 9-foot vein.

The Johnstown, Pa., Tribune says: "The Webster Coal Co., which is a branch of the Lehigh Valley Coal Co., the oldest coal company in the State, with the exception of the Lehigh Coal & Navigation Co., is making considerable improvements at its mines at Ehrenfeld, where it has in one body 540 acres of coal land."

A vein of coal has been found on the vineyard property of O. Newman Keuka, Steuben county, N. Y. It is located at a depth of 14 feet and is believed to be of considerable magnitude. Tests are to be made and if they prove what is hoped for the deposit will be worked.

The largest coal deal ever transacted in eastern Ohio has just been closed at Steubenville, and 18,000 acres of coal lands in Warren, Wells and Smith townships pass into the hands of Cleveland capitalists. About \$500,000 will be paid into the hand of land owners in a few days.

The Cowansville Coal Co., composed of Jno. L. Murray, Capt. J. C. Baker and Jacob Merwin, have disposed of their coal rights near Cowansville, Pa., Jno. C. Hirst and Anthony Smith. A mine had already been in operation, but Messrs. Hirst and Smith intend to greatly increase the output of coal from that place.

Thirteen new coal mines are being opened in Cambria county, Pa. The Berwind-White Co. is opening a new shaft near Windber, the Webster Coal Co. is opening one at Ehrenfeld, and the Stineman Coal Co. is having two new shafts opened at South Fork. The remainder of the new mines are in the northern part of the county, in the vicinity of Patton, Barnesboro, Spangler and the immediate vicinity. These new mines will mean a large increase in railroad tonnage.

A correspondent at Easton, Pa., writes: "The directors of the Bangor Portland Railroad Co., which has passed under the control of the Delaware Lackawanna & Western Co., have resigned and the following were elected: W. H. Truesdale, B. E. Caldwell and F. H. Chambers, of New York; Edward Warren and B. D. Loomis, Scranton; Conrad Miller, Nazareth and G. Mackey, of Bangor. The board elected Mr. Truesdale, president; Mr. Caldwell, vice-president; Mr. Chambers, secretary and treasurer, and Mr. Mackey, solicitor."

The Scranton (Pa.) Tribune says: "The Oxford breaker which has been rebuilt by the People's Coal Co. will be ready to start up in about ten days. The new breaker has been built on the site of one destroyed by fire, and is modern in every respect. It is considered to be one of the best equipped plants in the anthracite coal regions. The breaker will have a capacity of 1,000 tons of coal a day, the sale of which has been contracted for by the Delaware Lackawanna & Western Co. The operators are John A. Mears, W. Bowland, S. N. Stetler, C. G. Bowland and J. M. Bowland."

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Cleveland, Ohio; Springfield, Ill.**

SOUTHERN COAL AND COKE NOTES.

The Big Sandy Coal & Coke Co. has been authorized to do business at Welch, W. Va.

The Hope Coal & Land Co. is a new corporation at Dego, W. Va., with a capital of \$100,000.

It is reported that the union miners in the George's Creek region are to be ordered out on strike again.

An Eastern syndicate has purchased 2,864 acres of coal land in Strawn, ex., adjoining the lands of the Central Coal Mining Co.

A receiver has been appointed for the Southern Mining Co., Atlanta, Ga. The president of the company, T. D. Meador, is the receiver.

The Palestine Coal Mining Co., Palestine, Texas, is working a large force men and supplying the International and Great Northern R. R. shops with fuel.

The Nashville Tenn. American reports the discovery of a 15-foot vein of coal at a depth of 85 feet on Andrew Williams farm four miles east of Alexandria, that state.

Schafter & Ullomo of Wheeling, W. Va., have disposed of 6,000 acres on Loggs Run, south of Wheeling, in Marshall county, to J. V. Thompson, President of the First National Bank of Uniontown, Pa.

According to official figures all previous records have been broken in the shipment of coal from Kentucky. During July upwards of 5,000 cars of coal and coke were shipped over the Cumberland division of the Louisville & Nashville R. R.

Incorporation papers were filed last week at Dover, Del., by the Grand Coal Mining & Developing Co., of Chicago, which is authorized to engage in the mining of coal and development of lands. The capital of the company is \$150,000.

The Alpine Coal Co., Chattanooga, Tenn., is a new corporation with \$400,000 capital. The company will open and operate its valuable coal land near Alpine, Ky. The incorporators are Jesse T. Hill, T. M. McConnell, B. L. Leche, J. J. Lynch and W. E. Headrick.

A corporation is the Tompkins Coal & Manufacturing Co., with principal office at Clinton, Mason county, W. Va., and the following incorporators: E. W. Tompkins, M. L. Dreisbach, J. J. Krepp, Lewis Jones and C. D. Honeywell, of Wilkesbarre, Pa. The capital stock of this company is \$100,000.

Our Wheeling, W. Va., correspondent reports a deal just closed by which Wheeling capitalists have sold to a Philadelphia syndicate about 10,000 acres of coal land above Wheeling in Brooke county, the consideration being between \$168,000 and \$200,000. The property is on the Ohio River and on the Hanby Railroad.

It is reported in Norfolk that the Norfolk & Western Railway, in view of the opposition to the construction of the new coal pier the railway wants to erect at Lambert's Point, may divert its coal trade from this port to Newport News. It is said that the Pennsylvania Railroad interests in the Norfolk & Western are attempting to accomplish this.

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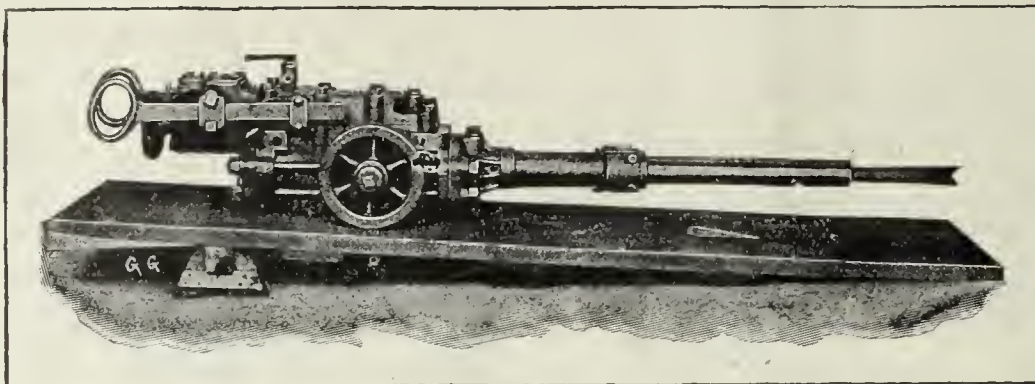
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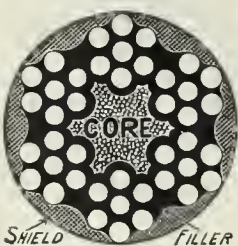
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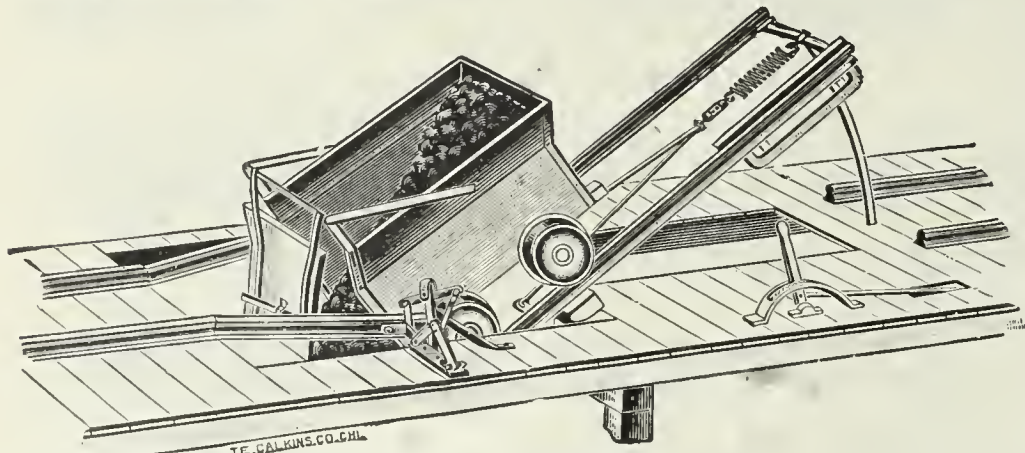
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BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

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JOHN B. LUCAS, - - - - - EDITOR.

Mrs. H. A. BISCHOFF, - - - - - BUSINESS MANAGER.

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MARKET REVIEW.

Receipts of anthracite coal by lake at Chicago, from August 1 to August 10, 1900, according to the Bureau of Coal Statistics, published in these offices, show a small increase as compared with the same period last year; but the receipts for the year to date, are much in excess of those of 1899. All-rail receipts have also increased, but for the year there has been a large decrease. Shipments of anthracite from Chicago for the year, show a large decrease.

Bituminous coal receipts at Chicago for the same period and comparison as above, show an increase from all states supplying this market, except West Virginia, which has decreased. Shipments from Chicago have increased by upwards of 700 cars, while the increase for the year is very large.

Coke receipts at, and shipments from Chicago, for the first ten days of August, show a decrease, though for the year there is an increase in both.

While the miners' union is all peaceful in the four competitive bituminous states of Pennsylvania, Ohio, Indiana and Illinois, it remains to be seen whether the order is sufficiently strong to carry into effect a strike, even if one is ordered, in the anthracite region. The majority of the men don't want any trouble, and it will be a queer status if the minority is allowed to enforce its ruling. The situation has a political aspect which is not altogether inviting and this will probably account for the peculiar condition as shown in the foregoing. However, it is the belief of the BLACK DIAMOND that there will be no strike at present, whatever there may be in the future, or if there is one declared, it will either fall flat or be of very short duration, because not for years have conditions been so prosperous in the anthracite region as they are today. This is largely due to the

fact that numbers of miners have packed up and gone to the bituminous districts of Western Pennsylvania and elsewhere, so that in certain districts there is a positive shortage of men, and consequently more active employment and longer hours of work, all of which is in discord with strike talk.

Anthracite coal throughout the West, that is west of Chicago, is abnormally quiet, and where a year ago dealers were thinking of second orders many have not yet made any purchase at all, while east of the Western metropolis quite a different condition of things is noted, buying is more active and prices generally rule firm and steady. During the past ten days there has been a little better movement of anthracite toward the Missouri river, and the shipments this first Fall month are expected to be quite large; whether this expectation is verified will greatly depend upon freight rates and the weather. It is well known that there is some manipulation of the open rate between Chicago and group points and the Missouri river, so that it is looked upon as almost certain that there will be a sweeping cut in the rate in the very near future. It will be noticed from the statistical report that the shipments of anthracite from Chicago are much less than they were last year, and the year before, 1898, and as it is unreasonable to suppose that there will be any falling off in consumption, it is clearly the result of the uncertainty of the presidential election and the conditions it has brought about.

Bituminous coal continues in oversupply at all distributing points. This tends to still further lower prices, which are already too low to afford much, if any, margin of profit to the producer, shipper or jobber; which, together with the pressure of dock coal at certain competitive points, has caused much demoralization selling prices generally. It would not be surprising if this condition did not force a reduction in freight rates in certain directions, as it is absurd to suppose that railroads will see tonnage slip away from them which can be retained by a trifling concession in rates. September will doubtless show a considerable betterment over August for commercial and domestic coal, but for steam varieties little improvement is to be expected until November, possibly not then. There is only a very moderate movement of soft coal in any direction just now. Some of the railroads are taking less fuel than usual at this time of the year.

Our New York representative reports the anthracite market in fairly good shape despite the fact that buyers have taken little interest in the strike agitation in and around the collieries in Pennsylvania, this is plainly shown by the light orders being placed. Much interest has been manifested by certain producing companies at the meetings of the miners and their union officers, while others are absolutely indifferent and rather inclined to belittle the present difficulty, and the, for the most part, preposterous demands of the miners. With the prospect of increased activity prices have hardened with a probability of the selling figures reaching the July circular. Broken and nut are the sizes in the greatest demand just now; pea, buckwheat and rice are also active and prices firm. Soft coal on the Atlantic seaboard is somewhat irregular as regards demand. Thus while some shippers have more coal than they can take care of there are others who have not enough to fill waiting vessels. The shortage of coastwise vessels on account of adverse winds has caused freight rates to stiffen and they are five cents higher. The foreign shipments would be more active if there were vessels to carry the coal, but that fact and the high rates of freight act as a deterrent. The inquiry for export coal is good but resultant business is not as heavy as it would be for the reasons given. From the far East there is a continuous and good demand. Along the Sound trade is somewhat quieter, as stocks of soft coal are in fair shape. New York Harbor business is fairly active and selling prices appear to be firmer. All-rail trade is quieter, owing to the cutting down of tonnage required by manufacturing consumers and steam plants generally. Transportation from mines to tide shows better time, and car supply fair.

Buffalo advices are that while the surplus of soft coal is being gradually worked down, there is no betterment in regard to prices. Some disturbance is noted in the anthracite market due to the expected strike. Coal is slow to arrive from mines and the shipments westward shows material falling off from the week previous. The amount shipped was 61,285 tons, distributed as follows: Chicago, 25,200 tons; Duluth-Superior, 17,700 tons; Milwaukee, 5,740; Waukegan, 2,500 tons; Fort William, 2,500 tons; Manitowoc, 2,400 tons; Toledo, 1,275 tons; Washburn, 1,100 tons; Gladstone, 1000 tons and smaller quantities elsewhere.

EASTERN OFFICE OF THE BLACK DIAMOND.
29 LIBERTY STREET, NEW YORK CITY.

AUGUST 29, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.
 Broken. Egg. Stove. Nut.

Companies Free Burning
 White Ash..... \$3.50 \$3.75 \$4.00 \$4.00

STEAM SIZES.

Pea..... \$2.25-\$2.50
 Buckwheat..... 1.90- 2.15
 Rice..... 1.25- 1.50

AVERAGE RETAIL PRICES.

White ash..... \$4.75
 Pink ash..... 5.25
 Red ash..... 5.50

The anthracite coal trade continues in fairly good shape and portrays the splendid condition the management has kept this industry in this year, and there is little doubt but that an advance of 25 cents a ton could be obtained if anything like a concerted action will be taken by the companies by the first proximo. The chief interest during the week has centered around the possibility of a strike at the mines. At the joint conference called for Monday not one operator was present and it is difficult to say what action the delegates will take, as it is understood that the local interests are opposed to a strike and the miners are still considerably at sea, which makes it doubtful if they are sufficiently organized to carry a majority vote for a strike. The situation is a critical one, notwithstanding that some of the operators are inclined to belittle the present difficulty. Buyers have taken but little interest in the subject so far, and they apparently do not believe that a general strike will occur, as they are ordering but little beyond their present needs. All shippers report a fair amount of business on hand, which is sufficient to take care of the coal as it comes forward from the mines, and as a result there is little stocking at any point. Trade eastward is showing a little more interest than it did, though buyers are still more or less backward in placing their season's orders. At this point a little more business is being done as the result of a better demand from consumers. Trade along the line keeps up a steady demand, especially at points throughout the northern part of the state, and comparatively large shipments are being made to them.

Prices generally have hardened up somewhat with the prospect of increased activity and an effort is being made by most interests to bring the selling price up to the July circular. There has also been some talk of another advance of 25 cents a ton on September 1, but so far no decided action has been taken and as this does not seem to meet with favor by everybody it is likely the matter will be left over until the last minute. The output at the mines is being kept well within the demand, though there is a disposition to mine a little more coal. On account of the disturbance in the regions, stocks are reported light and will readily be observed by the usual fall trade. Indeed there is some fear of a shortage when this demand sets in, even in the absence of a strike, as most mines are short handed and will be unable to produce anything like their full quota. Broken and nut coal continue to be the sizes in greatest demand. Steam sizes are active and prices showing an upward tendency.

The Atlantic seaboard soft coal trade shows a fair demand, though it is unsteady. The Pennsylvania Railroad having been blocked for over a week and all shippers embargoed. This indicates that a number of shippers have a quantity of coal on hand for their want, while we know of others that are in great distress, even for vessels they have in loading and for which there is not enough coal on the way to finish them with. This makes an unbalanced market. The coals that are in good supply and which have tended to the greatest extent in producing the blockade are of the poor grades, which makes the supply of that grade of coal large, while the better grades are short. One of the causes that has acted in the blockade has been the short supply of coastwise tonnage and the efforts to secure this tonnage has produced a hardening in the ocean freight market with an advance of say 5 cents a ton in freight rates. The cause of this shortage of vessels has been produced to a great extent by the prevailing light and baffling winds which have prevented the vessels in making their usual time. The embargo on the Pennsylvania Railroad is still on to most of the shippers and only those are being allowed to ship at this time who have vessel tonnage waiting at their docks for more coal than is on the way to tide. The foreign trade has occupied quite a little space in the daily press during the last week, bringing out the situation as it is known in the trade. There seems to be on an average of about a cargo of coal a day going abroad with high rates being paid on same, and at the present time ocean tonnage is the preventing cause of more shipments. There has been considerable inquiry during the week from export houses abroad and some little new business done in cargo lots. Trade in the far East shows a good demand and would take more coal than it is getting if it could be got forward. Trade along the Sound is more quiet than it has been and shows fair stocks of coal on hand, though any large delay or interruption of shipments to these ports is thought would make them short of coal once more. In the New York Harbor trade, there is a good business doing and it is thought an improvement is shown over the last couple of weeks and prices are a little firmer. All-rail trade is quiet and there has been some slight cutting down of shipments, which has not been the condition for some time in this line of the trade.

Transportation from mine to tide for what coal there is on the roads is showing better speed in coming through than for some time. This can be accounted for on the Pennsylvania Railroad of course by stoppage of shipments by this road. Car supply on other roads than the Pennsylvania has been fairly good, and on that, trade not embargoed fair. In the coastwise vessel market rates are firm and vessels scarce. We quote current rates of freight from Philadelphia as follows: Boston, Salem and Portland, 75-80 cents; Providence, New Bedford and the Sound, 65-70 cents; Wareham 85 cents; Lynn and Bath, 85-90 cents; Newburyport, 90 cents; Dover, \$1.15 and towage.

Saco, 95 cents and towage; Gardiner, 90 cents and towage; Bangor 95 cents. The further lower ports are 10 to 15 cents above these rates.

BUFFALO, N. Y.

AUGUST 30, 1900.

Soft coal dealers are feeling much better over the situation than for some time past. The demand is better and has taken off the surplus considerably. There is no expectation of strong prices right away, but it is something to be able to record a turn in the right direction. As a rule the line trade is taking much more coal than formerly and the demand for threshing now takes off 25 to 30 cars a day from Buffalo dealers alone.

The New York Central Railroad now takes a great part of its coal through here, for eastern points as well as city use, often sending practically entire trains of it East. Most of the coal is from the Pittsburg district, as it is found easy to tap the mines by the Pittsburg & Lake Erie road, a Vanderbilt line.

The prices of soft coal vary considerably just now, but what may be called stable quotations are as follows: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per ton from cars; steamboat fuel, \$2.80 delivered on board.

The meeting of coal interests in Brantford, Canada, last week, mentioned in last week's report as in progress, resulted in the organization of the Ontario Coal Association, with Thomas Elliott of Brantford, president; Noel Marshall of Toronto, vice-president, and George Hatley, of Brantford, secretary. The secretary is not a coal dealer and will give his entire time to the association on a salary. The move was largely to drive out of business certain coal combines, like the Mechanics, a stock company lately organized in Brantford and which the other dealers looked upon as detrimental to the best interests of the trade. It went much further than this, however, and included in its directory dealers all the way from Ottawa to Windsor. Certain salesmen of the anthracite shippers in Buffalo attended the meeting, mainly on invitation, and assisted in the formation of the organization. The move is favored here as it is in the interests of stable prices.

The otherwise tranquil condition of the hard coal trade is disturbed by the prospect of a general strike, which appears to be expected sooner or later. The miners have such a long list of grievances that it does appear likely that they will give them all up.

Coal is coming this way rather slowly, so that there is not much improvement in the conditions of the water movement. If the falling off that took place in July is to be made up it will have to be in the future.

Lake shipments for the week foot up 61,285 tons, against 75,305 tons last week, distributed as follows: Chicago, 25,200 tons; Duluth-Superior, 17,700 tons; Milwaukee, 5,700 tons; Waukegan, 2,500 tons; Fort William, 2,500 tons; Manitowoc, 2,400 tons; Toledo, 1,275 tons; Washburn, 1,100 tons; Gladstone, 1,000 tons; Amherstburg, 690 tons; Sheboygan, 630 tons; Green Bay, 550 tons.

Lake freights were as follows: Chicago, 30 cents; Duluth, 30 cents; Milwaukee, 30 cents; Fort William, 35 cents; Waukegan, 35 cents; Manitowoc, 30 cents; Toledo, 25 cents; Washburn, 30 cents; Gladstone, 30 cents; Sheboygan, 30 cents; Green Bay, 30 cents.

The prices of anthracite remain as follows, on cars at Buffalo or Suspension Bridge: Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3.00 all per gross ton.

Buffalo local anthracite, per net ton from trestle: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, with \$1.00 additional for delivery.

Chicago and Duluth have made quite a spurt in coal receipts from this port and Erie appears to be shipping about half of its comparatively heavy tonnage to Chicago. Still some of our shippers are rather anxious over the situation and will get all the coal forward from this time on that they can obtain from the mines.

The trolley tram system, two miles or more of it, which the Fairmont soft coal mines have been putting in this season, is reported to work finely and more will probably be built. Manager Stowits, of the company, is in Chicago this week.

KANSAS CITY, MO.

AUGUST 30, 1900.

The movement of soft coal for the last half of August has been very satisfactory, but prices on some standard grades have been much less than they should be. In a territory where the operators are of all sizes and kinds there are always enough of them anxious to market coal in spite of the demand, so that any kind of prices can be obtained. Whenever this demand exceeds the capacity of such shippers then coal will sell for somewhere near its worth. This is where we are today, just betwixt and between no price and fair prices.

Cherokee coal is in good request, and prices will advance from 15 to 25 cents per ton on the first of the month.

The movement of Arkansas coal is liberal and prices maintaining very satisfactorily. Car supply is entering largely into the question now, something that never happened here so early in the season before. Shipments in all sections being somewhat hampered on that account. Every day some one or more of the roads in the city are declaring a blockade and refusing to take any stuff till cleared up. There is not much being said about it, but surface indications show the roads in this section to be doing more business than ever before, not excepting last fall. Coal men know what this means to the coal business.

All coal camps still report themselves short of men and no indication of any improvement. It is rumored that trouble is expected at Leavenworth, and that the company there are erecting stockades in anticipation of it.

Aside from this there are no new indications of mining trouble, the men having received all the concessions they have asked for.

Deliveries of hard coal are now gradually being made, but the bulk will not come forward till September. Our Chicago friends are trying to give us the heart disease over the probable labor troubles in Pennsylvania, but nothing that can take place down there will alter or change the present season's business here. It is like dropping a stone in the middle of a big pond; a big splash may occur in the center but the waves get very small and harmless when they reach the shore line.

Our friends in Omaha now know why they are carrying over so much hard coal. They have been buying for 150,000 people and there are only 106,000 to burn the coal. Such a condition is bound to accumulate coal. A problem in proportion for Omaha now is, "If 36,000 inhabitants leave the town in ten years, what will hard coal sell for 1920?"

CHICAGO MARKET.

Anthracite agents here are much interested in the situation in the labor agitated coal districts in Pennsylvania. It is claimed by some of the Chicago representatives of the producing companies that they do not see how a strike can have any elements of success in it, when there is so much opposition by the clergy, merchants, and even many of the union miners themselves. One of the agents remarked: "It is one thing to vote for and have a strike ordered, and another and entirely different proposition to have all, or even a majority of the miners obey, and especially at those collieries where but few of the men are regularly organized." It may as well be stated plainly that not a few of the operators are in favor of declaring a lockout in case a strike is declared next week. It is not difficult to see where and how the matter would end, as the producers would have it in their power to continue the lockout until their employes saw the error of their ways.

Anthracite coal in Chicago continues dull and shows little immediate prospect of a revival, although this will in a measure depend upon the weather and general business conditions. This week the Encampment of the Grand Army of the Republic together with the continuation of the heated term has combined to make the anthracite situation not only very quiet, but prices too are seemingly under the weather and adapt themselves to the surrounding conditions. Of course it is not to be understood that any old price goes, but merely that the July circular is persistently ignored and what the new month of September will develop remains to be seen. In a retail way, miscellaneous, and in fact the great bulk of domestic consumers, have yet to put in their first orders for coal, which are usually in lots or several tons. This class of trade last year had already commenced buying, but so far this year very little has been done notwithstanding the low prices now current.

Bituminous coal is in very heavy supply, both Eastern and Western, and with the accumulation there is a general weakening tendency even below the low prices so generally current. Some of the holdings of Ohio coal are very large, and as outside demand is exceedingly light, sacrifices may have to be made to get rid of it, and so avoid excessive demurrage charges. The low prices at which coal is offered are no inducement to buyers or consumers, and it is self-evident that demand is about as unsatisfactory as it can be, which has the effect of causing the trade to hold off in hope of a further reduction. It is quite understood that this condition will last but a short while, though it may continue long enough to make its effect felt for several months. There is now some prospect of a change in the freight rates, both from the East to this point, and from here to the farther West. This may be brought about by the low rate of water freight and consequent reduction of coal prices to interior points, thus enabling dock coal to compete with all-rail from this center and vicinity.

Coke is without improvement in price and but little in inquiry and demand. The immediate outlook is not of an encouraging character, although it is now believed that the worst is over for this season, and any change must be in the way of a betterment.

CONNELLSVILLE, PA.
AUGUST 28, 1900.

The Courier says: "The coke trade in the Connelville region would be considered in a deplorable state if there were not brighter prospects ahead. The only ray of comfort to the operators is in the fact that they must take their medicine and just might as well gulp it down with a good grace since good results are promised from it. Last week production fell lower down the ladder over 2,000 tons, while shipments from the region gained a little, as they did the previous week. This is just the condition of affairs the operators want. They want demand to stiffen up, and slightly increasing shipments show how the wind is blowing. However, reports from different sources in the region this week are that trade is extremely dull, and indicate that demand could afford the banking of another 1,000 ovens. Until the first of the month though, there is not likely to be any further wholesale blowing out.

"A more confident feeling is developing in the iron trade, particularly in those branches in which prices have come down to figures as low as any reached in the years preceding the boom. It is difficult to escape the impression that consumption is really greater than would appear on the surface, and quite a tonnage of new orders holds out a good promise for the future. In pig iron there has been a little more activity, although prices are still sagging.

"Furnace coke is quoted at \$2.25@ \$2.35, and foundry coke \$2.50@ \$2.75. These figures are for standard Connelville."

Freight rates per ton 2,000 lbs. from the Connelville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

It is now quite probable that the Black Diamond Coal Co., Knoxville, Tenn., will be taken out of the hands of the receiver and reorganized.

PHILADELPHIA, PA.
AUGUST 27, 1900.

The anthracite coal trade continues to show a fair demand, though there is no great amount of stocking up by the consumer as yet, and it is thought that the strike question has had but little effect upon buying outside of spasmodic instances. The trade generally, seems to be of the opinion that there will not be a strike and that the present threats of trouble are more in the nature of seeing what can be done in bringing the operators to recognize their grievances. The situation is nevertheless a serious one, and it would look as if a fair amount of stocking up would be the wiser policy, especially as the present prices show good value and will undoubtedly be higher within the next thirty days, if not sooner. The market generally is strong and shows a sufficient demand to keep the coal moving off freely with a hardening of figures through the entire list. The more active demand seems to come from the Eastern points and shoal water ports, which have but small stocks so far, and are now showing some anxiety towards getting their full quota of coal. The local line and city trade is doing a fair volume of business, though orders generally are not of large proportions, yet, are enough in the aggregate to prevent any sluggishness. Nut and egg coal are the most active and are short with most interests. Steam sizes continue strong and prices are firm with a possible shortage of these coals later in the season, as none of the operators are getting sufficient to lay up their usual stocks for the winter demand, and it is thought that soft coal will have to be substituted in many instances to help out with.

The soft coal trade while fairly active has been somewhat uncertain during the week owing to the blockade on the Pennsylvania Railroad and the embargoing of all shipments to its tidewater ports for the entire week, and only those operators who have vessel tonnage waiting and can give prompt dispatch to coal arriving at loading ports are permitted to make shipments at this time. The cause of the blockade is attributed to the lack of vessel tonnage and the large quantity of the poorer grades of coal sent forward for which the demand has not been very strong. The better grades of coal are quite active and most producers report being behind on their shipments and are obliged to refuse orders where anything like prompt delivery is called for, as they have difficulty in getting enough coal to load what vessels they now have waiting and in the process of loading. The far East seems to be the most urgent for coal and is calling for more than is being shipped there at this time. All-rail trade has dropped off to some extent and shipment to these points show some curtailment. There has been a good deal of activity in the foreign market during the week and no doubt a large tonnage could be contracted for if it were not limited by the ocean tonnage available. Under this condition it is impossible for American coals to supplant the English article in Europe and while the present shipments help out this market in a measure it is only a drop in the bucket for the consumers abroad.

Transportation from mines to tide is slow while cars are only in moderate supply. In the coastwise vessel market, vessels have been delayed by light winds making them scarce and rates firm. We quote as follows to Boston, Salem and Portland, 75-80 cents; Sound ports 65-70; Wareham, 85; Lynn, and Bath 85-90; Newburyport, 90; Dover, 1.15 and towage; Saco, 95 and towage; Gardiner, 90 and towage; Bangor, 95.

WHEELING, W. VA.
AUGUST 30, 1900.

Coal producers are beginning to think that perhaps the political campaign which is beginning to warm up over the country, is having some influence upon the coal trade. Certain it is that business is not as good this week as it was last, in spite of the fact that not a few concerns that consume large quantities of coal have been put into operation at various points in the country.

West Virginia operators are giving considerable attention to the reports from Europe of coal famines in Great Britain and Germany. Heretofore exportation to Europe has been almost exclusively from the Norfolk & Western region. The export trade of the West Virginia Central region being mostly to South and Central America. Now that there appears to be a demand for coal in Europe, that is to say a demand because of actual local conditions and not a demand that has to be created by American commercial enterprise, other fields are beginning to turn their eyes eastward with the view of invading the European market. Fairmont produces a grade of coal that will not obly compare more than favorable with the fuel to which European consumers are accustomed, but a coal that will bear the shipping and transfers necessary en route. The Fairmont operators, while they are independent and have no close organization among themselves, have an understanding concerning some matters of mutual interest, and the European situation is among these. As a result it is understood that Fairmont will soon be bidding for a share of the European business and with more than fair prospects of getting it.

Reports from the Kanawha and New River valleys are to the effect that things are getting decidedly slack there. There is a belief throughout the state, however, that the first of September will see a general livening up of the trade.

DETROIT, MICH.
AUGUST 30 1900.

For several weeks, there has been little of interest, in the coal trade in Detroit or throughout the state of Michigan. Dealers have been quite busy taking in coal orders in June, and this is now about out of the way, but there has been very little doing in the way of delivering coal to consumers, they seem not to think they will require any during this year preferring to put it off as long as possible.

The prospective strike in the anthracite fields, has caused a little excitement among the dealers, who are anxious to provide an extra supply of coal to carry them through in the event the strike occurs.

Bituminous coal is in fair demand only, and prices easy, but an improvement is in sight and a splendid trade is looked for, commencing September first, both for domestic and steam purposes.

As stocks of bituminous coal are very light, and as the time for consuming is about at hand, there seems no reason why all shippers should not find a ready market for their product. Fine coal of all kinds is in plentiful supply, but scarcely any demand, except for a certain few grades.

BALTIMORE, MD.

AUGUST 28, 1900.

Vessel rates to Eastern ports continue very firm and show no prospects of weakening. The ruling figures are Baltimore to Bangor, 85@95; Bath, Me., 80-85; Portland, 75@80; Boston, 75@85; Salem, 75@85; Portsmouth, N. H., 80@85; New Haven, 70; Bridgeport, 70; Providence, 70; Allens Point, 70; New Bedford, 70; Somerset, 80@85; Fall River, 70; New York, 55@60; Galveston, \$1.90@2.00; Jacksonville, \$1.15@1.20; Savannah, \$1.00; Port Royal, S. C., \$1.25; Charleston, \$1.10; Velasco, Texas, \$2.35; Tampico, Mexico (coal) \$2.90; Vera Cruz, \$3.00; Key West, \$1.90@2.00.

Coal charters for week ending August 25.

Schr Jennie C. May—Baltimore to Boston, 95c. to the wharf.

Schr Brigadier—Baltimore to Salem, 95c.

Schr Hattie P. Simpson—Baltimore to Boston, 80c.

Schr Thomas G. Smith—Baltimore to Boston, 95c. to wharf.

Barge Pactolus—Baltimore to Providence, 70c.

It. brk Agostino Repetto—Baltimore to Genoa, 18s.

Schr John Twohy—Baltimore to Boston, 80c.

Schr Jacob S. Winslow—Baltimore to Bath, 85.

Stmp City of Everett—Baltimore to Galveston, p. t.

Ship John McDonald—Baltimore to San Francisco, p. t.

Schr Mary T. Quinby—Baltimore to Bangor, 95c.

Schr George A. McFadden—Baltimore to Bath, 85c.

Schr Gen. Adelbert Ames—Baltimore to Somerset, 85c.

Schrs Benjamin C. Frith, William C. Carnegie and Ellen W. Martin—Baltimore to Boston, p. t.

Schr Calumet—Baltimore to Boston, p. t.

Schr Martha T. Thomas—Baltimore to Portsmouth, N. H., 95c.

Schr Phineas W. Sprague—Baltimore to Portland, 90c; if Bath 95c.

Schr Woodward Abrams—Baltimore to Boston, 95c.

Among last week's shipments of American coal to foreign parts your correspondent notes the following:

Polo, British steamer, Philadelphia to Havre, 4 500 tons coal. 16 shillings.

Reynolds, British steamer, 2,083 tons coal and Turanian, Italian steamer, 2,530 tons Virginia to Marseilles. 19s. 6d.

Marinin, Italian bark, Port Reading, Pa., on August 10, 1,443 tons bituminous coal for Genoa, Italy.

The Avala took a cargo of bituminous coal from Newport News to Manila.

The steamer Southport took a cargo of bituminous coal from Philadelphia to Algiers.

Among the recent foreign charters are the following: Baltimore to Gothenburg, Sweden, 19s. 3d.; Newport News to Trieste, 20s.; Philadelphia to Port Spain, \$2.25; Philadelphia to Sagua, \$2.50; Philadelphia to Baltic, 20s.; Philadelphia to Cape Town, 23s. 9d.; Philadelphia to Marseilles or Genoa, 18s. 7½d.; Philadelphia to Port Said, 20s.; Philadelphia to Trieste, 18s.; Philadelphia to Havana, \$1.75; Perth Amboy to Havana, \$2.50, Norfolk to Mediterranean ports, 18s. 7½d.

The Merchants Coal Co. of this city, will add largely to its present coal output. The company is now very extensively interested in West Virginia coal operations, and in addition has just consummated the purchase of 7,000 acres of excellent coal lands located at Howesville, Preston county, W. Va. The land is underlaid with the upper "Freeport" seam of coal, which is six feet thick. It has been decided to develop the property at once and equip it with the latest and best electric mining machinery, modern tipples, etc. This company has a large coal operation at Tunnelton, W. Va., with 4,000 acres of land, and produce a daily output of 800 tons of coal. The Howesville plant is about six miles from Tunnelton. Both plants are on the Baltimore & Ohio Railroad.

PITTSBURG, PA.

AUGUST 28, 1900.

A slight dullness is noticeable in coal circles this week. Several rail mines have suspended operations and a lack of orders is the reason given by the parties responsible for this move. Less coal was mined last week than any other week since April 1st. The shipments of Connellsville coke increased over those of last week, but the production declined. The producers are not allowing coke to be stacked up in the yards and every effort is being made to keep the markets in good shape for an expected improvement in the Fall. Standard Connellsville coke is quoted at \$2.25 for furnace, and \$2.50 for foundry, while outside coke can be found at \$2. Of the 20,420 ovens in the region 14,013 are active and 6,407 idle, showing that 939 ovens were blown out during the week. The production for the week was 143,980 tons, a decrease of 8,870 tons compared with the previous week. The shipments for the week aggregated 7,554 cars, distributed as follows: To Pittsburgh and river tipples, 2,819 cars; to points west of Pittsburgh, 3,229 cars; to points east of Connellsville, 1,506 cars. This was a decrease of 368 cars compared with the preceding week.

There are at present 13 coal mines being opened in the territory adjacent to Blair County, this state, and in the territory that will ship through Harrisburg on the Pennsylvania Railroad. The Berwind-White Company is having another shaft opened near Windber. The Stineman interests are opening 2 more mines near South Fork, the Webster Coal Co. is opening a new shaft at Ebrenfeld and the remainder of the 13 are all located in Northern Cambria county. Some of the product of these new mines will go out over the Beech Creek from Patton, and reach tidewater through that road's connections.

Pittsburg & Buffalo Co. is pushing operations at its new mine at Canonsburg. The slope is in 100 feet and the perpendicular shaft is down 40 feet. The tipples, to be composed entirely of steel, will be begun in a short time. The mining machines will be run by electricity. Between 400 and 500 men will be employed. Twenty double houses will be built.

The Hite Coal & Coke Co., Fairmont, W. Va., is constructing a massive steel bridge across the Tygart's Valley River, from the mine opening to the loading point on the Baltimore & Ohio Railroad, in order to dispense with the wire cable across the river. The main steel span will be 520 feet long and will be 80 feet above the river. The bridge when completed will cost \$75,000.

ON THE WING.

Mr. J. A. Cloud, Orleans, Ind., was in the Garden city during the week.

Mr. N. A. Chandler, Hebron, Ill., was in Chicago and attended the banquet given by the Hamilton club.

Mr. John Hadsall of Merritt & Hadsall, Genoa, Ill., was visiting around among the coal trade in Chicago during the week.

Our San Francisco, Cal., market report will be found interesting to all concerned in coal lands or coal mines on the Pacific Coast.

Messrs. A. Fowler, Slayton, Minn., and John Buldock, Alden, Ill., both G. A. R. men, were in the city this week and paid their respects to the wholesalers.

The Liberty Coal Co. is a new corporation organized during the week under the laws of Pennsylvania to do business at Pittsburg, with a capital of \$7,000.

On the Coal Exchange in London during the week American coal was offered for sale, but it did not affect prices. Apparently no serious competition is apprehended.

Mr. G. F. Fox, of M. E. Nattinger & Co., Ottawa, Ill., was in Chicago buying coal this week. Mr. Fox expects a good trade this season, although it is commencing rather late.

Our Philadelphia correspondent reports that more shipments of West Virginia coal to the order of the British admiralty will be made this week by the Chesapeake & Ohio coal agency.

Hon. Geo. E. Green, ex-mayor of Binghamton, N. Y., is the republican nominee in the 30th senatorial district. Mr. Green is the general sales agent of the Berwind-White Coal & Mining Co.

On another page will be noticed an article entitled "A British View of the Coal Question," which so far as those Islands are concerned may be accepted as correct in regard to coal from the United States.

Mr. J. D. Kershaw, secretary and treasurer of the Brazil Block Coal Co., died at Brazil, Ind., August 29, 1900, the funeral occurring on Friday, August 31st. His obituary will be found on another column.

The Chicago, Wilmington and Vermillion Coal Co., Old Colony building, Chicago, have purchased from the Bartlett Co., Saginaw, Mich., a large number of improved steel pit cars for use in their new mine at Thayer, Ill.

A reception was given on board the bark, E. C. Mowatt, Saturday last by the recent purchasers prior to her taking on a cargo of coal at Philadelphia for Cape Town. The guests were received by Captain James Hersey, the master of the vessel.

Mr. Hugh Shirkie, general manager of the Bruilett's Creek Coal Co., Clinton, Ind., who was in Chicago this week, informs the writer that they have reached the coal at their new shaft, just south of that town, and are now shipping several cars a day.

The following export shipment were made during the week: Steamer Jupiter, 5,651 tons Eureka coal; Steamer Ashton, 2,047 tons and Lady Lewis, 2,267 tons to Marseilles. Steamer Homeric, 1,633 tons Norfolk to St. Vincent, Cape Verde 21 shillings.

The Thacker Coal & Coke Co., Kenova, W. Va., will, on September 3d, 1900, remove its sales offices from thence to Thacker. This is done to improve the service by giving prompter shipments. The notice is signed by W. P. Slaughter, general sales agent.

The steady increase in the volume of inquiry for coal from Europe plainly indicates that the market abroad exists, but until better facilities for loading and transportation have been provided the business is not apt to assume extensive proportions.

Mr. Isaac Britten, of Nanticoke, Pa., who has been connected with the Susquehanna Coal Co., for many years, and has had varied experience in both anthracite and bituminous coal fields, has been appointed superintendent of the Cumnock Coal Co., Cumnock, N. C.

The Robert Aitchison Perforated Metal Co., 305 Dearborn street, Chicago, and works at South Chicago, has issued a very neat 3½x6 inch 44-page illustrated catalogue of perforated metals of all kinds and sizes, a more elaborate review of which will be seen on another page.

**

The Montana Coal & Coke Co., Fairmont, W. Va., and the Fisher building, Chicago, has closed contracts to furnish 250,000 tons of steam coal to the Michigan Central R. R. and 200,000 tons to the Wisconsin Central R. R. Mr. C. M. Moderwell remarked that these are among the largest sales for this season.

**

While three big engines were standing on the track in the Sodom shops of the Baltimore & Ohio at Connellsville, Pa., the old Pennyroyal coal mine of the Marietta & Stillwagon Coal Co., suddenly gave way under the weight of the locomotives and all three engines were plunged into the cavern. How to get them out is the question with the railroad officials?

**

Mr. T. A. Lemmon, the genial secretary and treasurer of the Chicago, Wilmington & Vermillion Coal Co., who wore an Ohio badge in addition to other marks of distinction as an officer of the Grand Army of the Republic, had no less than ten ladies and gentlemen as a delegation from that state, to whom he was showing and explaining the beauties of the business district of Chicago.

**

A dispatch August 30, from Scranton, Pa., in the heart of anthracite regions and where the strike agitation is now going on says: "It can be definitely announced that the Scranton board of trade will hold a special meeting either tomorrow night or the beginning of next week for the purpose of taking some action to prevent if possible the threatened strike of the anthracite coal miners."

**

Mr. Geo. H. Wilbur, manager of the Wilbur Lbr. Co., Milwaukee, Wis., was in Chicago this week looking around among the coal trade. This firm has many branches in Wisconsin and Illinois and handles a large amount of coal. Mr. Wilbur was attending the G. A. R. encampment and wore an Indiana badge. He enlisted at Plymouth, Ind., and served with credit throughout the war.

**

The miners of the Penn Gas Coal Co., Irwin, Pa., will erect a drinking fountain as a memorial to their late Supt. John F. Wolf. The men have raised \$1,400 toward the project, and the dedication will be made the occasion of a big labor demonstration of the entire mining district. This is the first time in the history of the state that a mine superintendent has been thus honored.

**

Among the soft coal operators who have taken up the exploitation of American coals abroad are the Flemington Coal & Coke Co., who have recently shipped 5,000 tons of West Virginia coals to the Mediterranean and are now loading 5,000 tons at Baltimore for Goteborg, Sweden. The Sterling Co. also report having orders to the extent of 12,000 tons on their books to be shipped abroad.

**

Mr. A. O. Tandy, manager of the Island Coal Co., Monadnock building, Chicago, has issued a unique postal circular, in the upper left corner of which the picture of a business man's head bearing the words: "Keep it in your mind," having reference to "Island Coal is Good Coal," and "Why buy poor coal when you can get Island for the same money." This is a card which is sure to attract attention.

**

Mr. Henry O. Fleming, secretary of the Anthracite Coal Operators' Association left New York on Saturday, August 25, for a six weeks trip to Europe in pursuit of further information in regard to a profitable foreign market for American coals. Mr. Fleming made a trip abroad some two years ago in this connection and it is now understood that there are one or two things that require further investigation which he expects to solve on this trip.

**

The Lehigh Valley Coal Co.'s fine display at the Palace of Mining, at the Paris Exposition which was awarded a grand prize, consisted of an exact reproduction of the company's No. 40 shaft and breaker in the anthracite regions of Pennsylvania. Accompanying the prize is a note complimenting the officials of the coal company for the novelty of the display. Mr. Fred Zerbey, of Hazleton, has charge of the exhibit.

**

It is generally reported that several European nations want to pile up coal for possible contingencies in the future and as the government of England has officially recognized the paramount importance of coal as a munition of war and its exportation forbidden, Russia, France and Italy may have to come to the United States for fuel. In the present crisis, Uncle Sam's coal fields are envied by the owners of big navies. Ships can be built as required but fuel to run them is another proposition.

Our West Virginia correspondent says: "This has been a great year in the history of the Pocahontas coal field and more coal has been shipped than ever before. The railroad has not been able to supply the cars as fast as the operators have ordered them, and the result has been a great accumulation of coal at the mines. The larger part of this coal goes to fill orders from Europe and there has not been dockroom for it at Norfolk."

**

The Robins Conveying Belt Co., Park Row building, New York City, has been awarded *une grande prix* for the three fine exhibits made, each illustrating a different use of the system and all in full operation. The exhibits are severally in the United States section of the Palace of Machinery and Electricity, two 51 C M conveyors; Palace of Mining and Metallurgy, two model conveyors with tripper; Vincennes, U. S. Triangle, two 51 C M conveyors with tripper.

**

Mr. Melvin Pattison, superintendent of all the docks of Coxes Bros. & Co., incorporated, has returned from an extended Rocky mountain hunting trip. Among his trophies is the magnificent skin of a brown bear, and as this was secured at much personal risk, its value is greatly enhanced. He is having the skin made into a handsome new rug for home ornamentation. He also brought a fine pair of elk horns for his brother Mr. E. E. Pattison, of Chicago. Superintendent Pattison is now surely the "whole thing."

**

The Philadelphia Press is beginning to give considerable attention to the smoke nuisance caused by the increased use of bituminous coal by consumers there. The following is quoted by the Press in a recent article. "The question of using hard or soft coal simply resolves itself into one of cheapness. Just now bituminous coal is cheaper and is extensively used. There are some compensating advantages in the use of anthracite, and if the balance of cost and economy of power taken together ever make it a better fuel for the money anthracite will be used in its place. The matter in the end will always be one of cost."

**

The Pennsylvania Coal Co. has adopted a new coal inspection system similar to that in force at the collieries of the Lehigh Valley, where an inspector is stationed permanently. They have put on a number of additional inspectors at a stated salary. In order to pass inspection, prepared anthracite must not have more than a fixed percentage of slate or bone. This system of inspection, which is becoming general all over the region, is very rigid, being made with scales, and it not infrequently happens that many gondolas are condemned. Condemned coal is either repicked by hand or run through the breaker a second time.

**

Next week the Pittsburg Chamber of Commerce, will at its reopening session, September 6, take up the subject of devising methods for its increased coal export to foreign ports from the Pittsburg district. Morrison Foster will read a paper on the coal industry of Western Pennsylvania and point out that while coal is selling at the mines in England and Wales for \$7 and \$8 a ton, it can be sent from here, and sold there, even under the most unfavorable circumstances, at least \$1 cheaper. Secretary George H. Anderson, of the chamber, said the trouble is the want of American bottoms to transport the coal. "We would be selling now 100 times as much coal in Europe if we had the ships."

**

Mr. W. W. Hubbard, treasurer Island Coal Co., Indianapolis, has recently received a long letter from H. Mahien, Paris, France, in regard to American coal, facilities for export, cost, etc. Mr. Hubbard remarked: "It is hardly possible for an Indiana coal operator to export coal to Europe in competition with the mines of West Virginia, we are too far inland and the freight rates are against Indiana operators. The Chesapeake & Ohio and the Pennsylvania, as well as Norfolk & Western railroads, now all under control—Pennsylvania capital—haul coal to Atlantic ports for export. The combination of the interests of these three roads has certainly been with a view to handling future coal exports, and the Vanderbilt-Pennsylvania people were shrewd enough to see far ahead."

**

The new coal machine on the P. Y. & A. dock at Ashtabula, erected for loading the fuel boat George B. Raser and other small boats during a rush, has proved to be a fast machine, says the Beacon-Record. It is of simple construction and it is said it cost about \$3,000. It does the work of some car dump machine that cost many thousand dollars. A car of coal is dumped from the high grade into pockets after being thoroughly wet and then is let out through a slide gate on an endless chain carrier which carries coal out over the boat in a continuous stream. At the end of the conveyor is a funnel-shaped affair into which the coal drops, and this is moved into any position and directs the coal into any part of the hatch. It requires three men to run this machine, including the wetting down of the coal, besides the hatch tender and trimmers. It works so rapid that large boats are now being loaded with it has proved to be a valuable addition to the coal loading facilities of the harbor. The breakage to coal is small.

Mr. Horace Clarke, Jr., the Peorian was in Chicago during the week and wonders when there is going to be any "let up" in the present heated term.

Mr. C. M. Thompson, general sales agent, the W. L. Scott Co., Erie, Pa., was in Chicago, and chatted very entertainingly in regard to the agitation in the anthracite coal fields in Pennsylvania.

O'Gara, King & Co., Western Union building, Chicago, producers and shippers of coal and coke, have issued their price list for September 1, 1900. Country dealers will make no mistake in writing for one of these circulars as prices on all the coals and cokes they handle are printed in plain figures.

Mr. John A. Grier, late Engineer in the U. S. Navy, has written an excellent treatise entitled "The U. S. Financial Law of March 14, 1900," together with an earnest appeal for its re-investigation, and to all interested in a work of this kind it will be found invaluable. It is published in the Unity building, suite 711, 79 Dearborn street, Chicago, and will be mailed to any address on receipt of ten two cent stamps.

The Jeffrey Manufacturing Co., Columbus, Ohio, was awarded a gold medal at the Paris Exposition, covering its line of elevating, conveying and mining machinery. No doubt many of our readers who have enjoyed a visit abroad this summer, have had the pleasure of seeing the exhibit of this company, which it is reported was one of the finest and most comprehensive in the Exposition.

Mr. Alfred J. Moorshead, general manager, of the Madison Coal Co., St. Louis, Mo., was in Chicago this week and made a pleasant call at the offices of the BLACK DIAMOND. He said: "The Divernon mine No. 6 at Divernon, Ill., will be producing 1,200 tons daily by November 1, which will be about one-third of her normal output when fully developed, and it will require about twelve months to reach the maximum capacity. The vein is from eight to nine feet thick and without a fault of any kind."

Hon. T. J. Phillips, Mayor of Ottumwa, Iowa, who has just returned this week from a trip to Wales, his native country, broke his journey in Chicago, and remarked to a prominent coal operator in the Rookery: "The unions in England are much more importunate in their demands for the redress of alleged grievances than they are in America, and before I left Wales, I saw that there was trouble ahead for the coal mine owners and railroads; the strike of the Taff Vale men being declared after I sailed home." Mayor Phillips is the president of the Phillips Fuel Co. of that city, and a coal operator on a large scale.

"One Hundred Years in the White House," opening the September Ladies' Home Journal, gives some highly interesting glimpses of the social life of the century, and of the home life of our presidents since the time the Adamses moved into the Executive Mansion as its first occupants, in November, 1800. The "Romances of Some Southern Homes," in the same issue, pictures the most notable historic mansions of the South, and recalls the incidents which made them famous—their brave men and beautiful women. Some new anecdotes attract further interest to the beloved Phillips Brooks, as a man and as a preacher. They are characteristic, and exceedingly well told. Anticipating the rather radical change that fashion has decreed in women's attire, ten special articles are devoted to the fall and winter modes. The pictorial features of the September Journal, include a page drawing of "Loiterers at the Railroad Station," as A. B. Frost sees them; "The Wonders of California Gardens," and the beauties of Yellowstone Park. There are numerous practical articles and much else that is helpful in the departments. By The Curtis Publishing Co., Philadelphia. One dollar a year; ten cents a copy.

It is stated that the French have bought one-fifth of all the British coal exported this year. Russia wants three million tons, but was unable to get it from English coal masters and may turn to the United States for her supply. Here, again, comes in the question of transportation, where are the ships to carry the coal? The quick development of a profitable and large export trade in soft coal depends almost entirely on the furnishing of tonnage to carry the coal. We haven't got the ships to carry the coal. The British tramp, that we used to hear spoken of in terms of contempt, is now busy carrying foodstuffs and camp equipment from English ports to "Tommy Atkins," in South Africa and China, and he is a mighty scarce article. Norwegian and German and Italian steamers, which used to beg for cargoes, now have plenty to do, and there are no ships, broadly speaking, to put to use as colliers. The only thing left for us to do is to go to work and build the colliers, and make them so practical that they will carry our coal cheaper than any other bottoms afloat. It is not exactly necessary to wait for the passage of any subsidy shipping bill, although such an act would greatly facilitate and expediate the enterprise. In the long run it will be just as well to build the boats purely as an investment, and fight it out with our competitors.

The Norristown, (Pa.) Democrat, says: Making mighty little noise, but pushing ahead vigorously, the Webster Coal and Coke Co. has under way improvements of its plant at Ehrenfeld which will make that section of Cambria county resound with the hum of increasing industry in keeping with contiguous regions. The main betterment proposed is the sinking of a shaft about one and a quarter miles from Summerhill which will be almost 500 feet in depth, one of the most notable mining operations in this vicinity. The company, in expanding its business, is arranging, it is said, to substitute machines for pick mining. Other great improvements have been projected, calculated to increase the facilities of the plant. It is estimated that with machines the daily output for nine-hours' work will be 6,000 tons; the capacity is now 2,000 tons per day.

Mr. M. H. Jewell, Bismarck, N. D., says lignite coal in that section will become a popular fuel by making it into briquets. The plan being followed gives every promise of success. The coal is reduced to powder after being taken from the mine and to this powder is added cheap molasses in the proportion of 60 pounds of molasses to a ton of coal. This is thoroughly mixed and the mixture is moulded into briquets under considerable pressure. The molasses causes the particles of coal to adhere to each other, and the briquets retain their shape, not only while being handled, but during the process of burning. Mr. Jewell says that coal thus treated burns like anthracite and does not waste. It can be put on the market at a price which will cause its use throughout the state. This coal will be used for heating the university this year, and special grates are now being put in for burning it. Most of the state institutions will in all probably use it.

It is announced by the New York Commercial that the Baltimore & Ohio and Pennsylvania R. R.'s have practically joined hands in the matter of the export of bituminous coal. "The following are the companies which have consolidated and which are now under the control of the Pennsylvania Railroad Co. They have been more or less identified with the respective railroads as their coal companies: Consolidation Coal Co., controlled by the Baltimore & Ohio Railroad Co.; Berwind-White Coal Mining Co., controlled by the Pennsylvania Railroad Co.; Pocahontas Coal Co., controlled by the Norfolk & Western Railroad Co.; New River Coal Co., controlled by the Chesapeake & Ohio Railroad Co. It is the intention of the Baltimore & Ohio to commence the construction of immense coalers of the size of the Kaiser William der Grosse to transport the coal to the southern European ports. These boats will be so constructed that they will reduce the cost of freights to a minimum. Captain Ancker is still abroad and has not yet made his report."

There is apparently little interest manifested among the trade in New York in regard to the action taken at the miners' conference on Wednesday last, to declare a strike on September 8th, unless their demands were granted. The belief is that a strike will be averted, and as a result there has been but little buying on the strength of it. It is not thought that the men are sufficiently organized at this time to carry a strike, as it is known a great many do not favor it, while others are indifferent to the situation. Local interests in the regions do not favor a strike and are doing all they can to prevent it, as was evidenced by Father Phillips in his sermon on Sunday last. He said in part: "For my part, I cannot look upon such prospects with indifference; I cannot passively regard a question that so deeply affects the community, and particularly you, the men and women composing the congregation of St. Gabriel's, whose spiritual adviser it is my honor to be and for whose material advancement I most earnestly hope and would zealously guard. It is, therefore, not only proper but imperative that I should interpose at such a time and ask those directly concerned: Are you prepared for a struggle such as reports say is now imminent? I do not believe you are; in fact, I know that you are not. This is a question of supreme importance and should be weighed well and calmly before resolving to enter such a strife. As with great political movements, so it is with social and economic. A short time ago this country was at war with Spain. That war cost Spain not only the loss of her colonial possessions, but the blood of many of her noblest sons, as well as millions in treasure. What misery, suffering and agony it brought to the hearts of Spanish people are equaled only by their national humiliation and depreciated prestige, all because of the lack of preparation and resources, and their refusal to examine into conditions which gave undoubted assurances of defeat or to treat pacifically the proposals for arbitration which offered hope to an amicable adjustment."

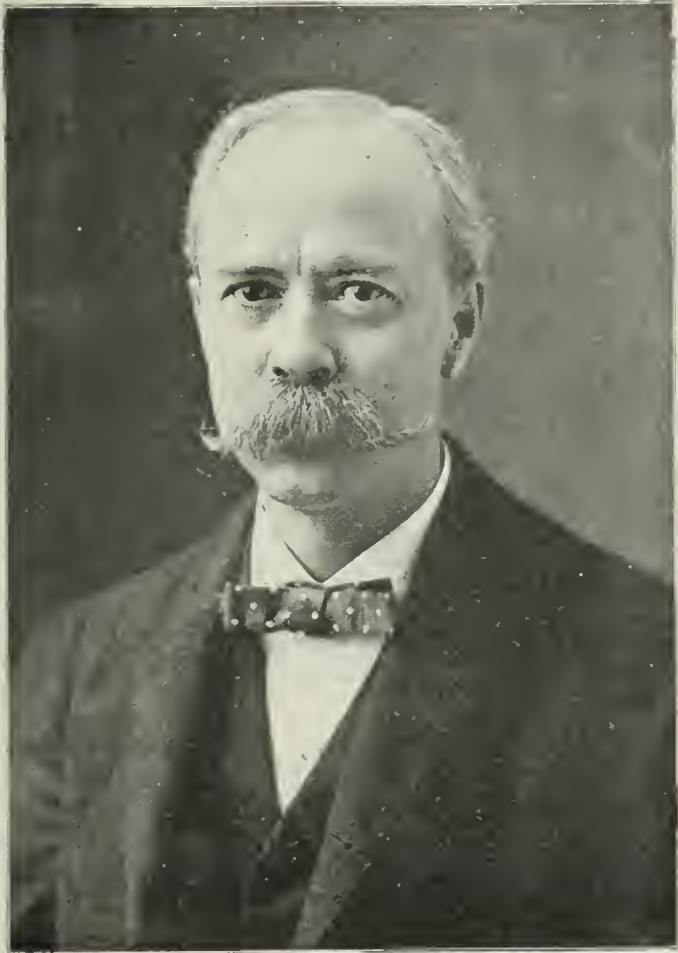
The Saginaw (Mich.) Courier says: "Coal mining operations will be conducted on an extensive scale in Saginaw county during the coming winter. About a dozen mines will be in operation. And two years ago, when The Courier-Herald was engaged in booming the coal development in this county, there were scoffers who asserted boldly that there was not enough coal in the county to warrant exploitation. The result of the Courier-Herald exploitation has been the putting down of numerous shafts and the expenditure of hundreds of thousands of dollars here, the employment of hundreds of miners, and the rapid development of what is destined to be a gigantic industry, worth millions to Saginaw."

OBITUARY.

JOSHUA D. KERSHAW.

Mr. Joshua D. Kershaw died at his home in Brazil, Ind., of a complication of diseases on Wednesday, August 29, 1900, aged 54 years, leaving a widow and five children, some of whom are in business in Chicago and one an engineer on the Wabash R. R. For two or three months he had been ailing, but his illness was not considered serious until the last week or so.

Mr. Kershaw in his earlier days was connected with the old Indianapolis & St. Louis R. R. and located at the Circle City. He removed to Chicago and was with the Chicago & Atlantic R. R. for some time, having been elected auditor. After the Chicago & Atlantic R. R. passed into the control of the Chicago & Erie, Mr. Kershaw became connected with the Chicago & Eastern Illinois R. R., and from this system he was elected secretary and treasurer of



the Brazil Block Coal Co., in 1889, with which company he remained until his death. For quite a while Mr. Kershaw resided in Englewood and was a member of the school board of that town before it became incorporated with Chicago. The Kershaw school on Union Avenue, between 64th and 65th streets, one of the largest in the city, was named in honor of him. Mr. Kershaw was a very active Christian worker and was superintendent of the Sunday school at Brazil and also a deacon in the Baptist Church. In his commercial life he was the soul of honor, upright and straightforward in all his transactions, and was greatly respected by all who knew or came in contact with him. The funeral occurred on Friday, August 31st, and was very largely attended, and the interment at Indianapolis.

THE OPPORTUNITY OF A LIFETIME.

Under the above attractive title the Chicago Oil Co., suite 704, 115 Monroe street, Chicago, has issued an illustrated descriptive card of the opportunities offered by this firm, and as men prominent in the coal business in Chicago are stockholders and one at least a director, the legitimacy of the company is guaranteed.

The company now owns 180 acres of land in the McKittrick oil district of Kern county, California, located near wells now producing hundreds of barrels per day, and pronounced by experts to be most advantageously located for the successful production of oil.

It is the intention to have all machinery and necessary appliances in place ready to commence operations within the next sixty days, and once this work is inaugurated, the development of the property will be vigorously pushed.

The officers and directors of the Chicago Oil Co. are men of the highest standing in the business and social community of Chicago, who are pledged to a conservative and economical management of the business of the company and will guard the best interests of the stockholders.

It will pay our friends in the coal trade to investigate.

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The first convention of the Retail Coal Dealers of the Province of Ontario, Canada, was held in Brantford, August 23. About seventy of the representative dealers of the province being present and the "Ontario Coal Association" was formed.

A constitution and by-laws similar to that of the Michigan and Indiana Retail Coal Association was adopted, and the following persons chosen officers of the association: President, Thos. Elliott, Brantford; first vice-president, Noel Marshall, Toronto; second vice-president, Capt. Fairgrieve, Hamilton; treasurer, J. Bowman, London; Secretary, Geo. Hatley, Brantford; Executive board, C. C. Roy, Ottawa; R. E. Gibson, Toronto; J. Perriguin, Hamilton; J. McIntosh, Woodstock; J. M. Daly, London.

This new association of coal men across the border and in the dominion of Canada, starts out with a great deal of promise, some sixty dealers having already endorsed the constitution and paid the membership fee.

WHAT MR. C. DEPEW SAYS OF COAL IN ENGLAND.

Senator Chauncey M. Depew, returned on Saturday, August 25th, from a two months' trip abroad, and in chatting with a New York Tribune representative, talked interestingly of the coal famine in England and the opportunities for the introduction of American fuel. He said:

"The coal famine threatens serious times for Great Britain. The government promised to impose an export duty, but Parliament adjourned without enacting the law. Such a proposition from such a source shows how necessity modifies economic policies settled so long as they are claimed to be principle. Coal has gone up in price in England in the last six months \$2 a ton. If this should happen with us it would be a charge of 3 per cent in the capital of the New York Central. The English railway managers are very able men, but their ingenuity is taxed to the utmost to meet this increased cost of coal and to keep up the same dividends, and in most lines at their half yearly meetings there was a reduction. Coal for railway and manufacturing purposes is now \$6.75 a ton, delivered. It is less than half that for the same purposes in the United States. Coal is the life of industrial nations. It has enabled Great Britain to support 36,000,000 of people in far greater comfort than 5,000,000 before the discovery of its use as fuel. We certainly do not want to prosper because of the misfortunes of others, but unless fresh sources of coal supply can be found in Europe, there are incalculable possibilities for our product in the markets of the world.

"The opening for the sale of American coal is very great. If the ocean carriage was arranged the market could be seized at once and lines established for permanent occupancy and growth. The enhanced cost of coal has increased household expenses for the wage earners and caused much distress. It is leading to a universal demand for higher wages. This again will increase the cost of production. But with coal at less than half the price a ton for our manufactures and transportation lines than it is in Europe, the advantages in competition in every industry are so enormously on our side as to upset every calculation based on previous conditions. The prospect is as startling in its possibilities of development and prosperity for the United States as in the anxiety it is already causing our friends across the Atlantic."

SUBMARINE COAL FIELDS.

A correspondent at Bath, Me., writes an interesting story about the expected coal fields to be found in that neighborhood, under the waves, sand and shingle shore and why not? It is just as reasonable to suppose it is there as it is off the coast of Durham, Eng., or in Chili where coal has been mined for many years and is still being taken out of tunnels which run miles under the sea. He says: "If all traditions are true there lies somewhere off Small Point a large deposit of coal more oily and of greater value than any soft coal discovered. All of the old settlers in that region say, and traditions support the assertions, that large quantities of the coal have been washed up on the beach after every severe storm, and that it has been gathered and used as fuel. The fact that so much of it came to shore led Bath and Portland capitalists to take an interest in the matter, and a company was formed to search for it. Some of the company believed it good policy to hire a diver, while others believe it would be better to drill into a ledge at Cape Small Point. A drill was accordingly sent down several hundred feet, and it passed through so it said, a thin stratum of coal. A diamond drill was then sent down more than 1,000 feet with no encouraging results, and as the company had expended about \$25,000 it was then deemed best to abandon the project.

Some persons assert that the coal which comes ashore is from some schooner which was wrecked close by. The answer to that is that coal has been coming ashore at Small Point more than a hundred years, that the first cargo brought to that section of the world was in 1839 and that the coal is of a different grade from that mined anywhere else, and that when it comes ashore it shows that it has been recently broken off. Believing there may be "something in that" the company has made arrangements with one of the best known divers in this section of the United States. He will come here early in September with an electric lighting device and hydraulic pumps for removing sand.

Should coal be found in paying quantities a tunnel will probably be cut from the shore, as in the case of the mines which lie three miles off the coast of Chili.

THE COAL FIELDS OF WASHINGTON.

THE BLACK DIAMOND correspondent at Seattle, Wash., sends the following interesting news in connection with the coal deposits of the state of Washington: "The Washington coal fields on the Pacific slope cover an area of several thousand square miles and would seem almost inexhaustible. The various districts are Newcastle, Gilman, Renton, Cedar River and Green River, in King county; Wilkeson-Carbonado District in Pierce county and Roslyn district in Kittitas county, nearly all being convenient to Puget Sound.

"The Northern Pacific Coal Co.'s mines at Roslyn, rank first in size, producing 635,000 tons during 1899. Of this 40,000 tons were exported to Honolulu. Their output at the present time is about 65,000 tons per month. Roslyn coal is a high grade coal, being well adapted for either steam or domestic purposes. There are 1,000 men employed in these mines.

"The Pacific Coast Co.'s mines are the second in size, employing 650 men and producing in 1899, 365,500 tons. Their mines are located in King county and are also high grade steam and domestic coals.

"The Wilkeson-Carbonado district produces a very fine grade of coking and gas coal. The Wilkeson Coal & Coke Co. in this district have fifty coke ovens in constant operation and produced last year, 26,300 tons of coke.

"The Carbon Hill Coal Co., mined 288,000 tons and employed 500 men last year. This company recently erected a washing plant, which cost \$20,000 and have now the finest and most complete washer in the state. This district extends from South Prairie Creek to the head waters of the Nesqually river.

"The mines in this state are largely lignite, but there are also some very extensive fields producing bituminous coal. In 1898 there were 19 mines shipping coal, which produce 1,775,250 tons. The output for 1899 showed an increase of about 12 per cent, making a tonnage of slightly over 2,000,000 tons. The production for this year will be very materially increased as the old mines have made all efforts to increase their tonnages, and in addition to this, there are 4 or 5 new mines which are now in a good way for shipping. The largest of the new mines is the heavy mine owned and operated by the Seattle & San Francisco Railway and Navigation Co., in King county, and as this company has large holdings of good coal land, it is destined to figure very extensively as a producer.

"All the mines are being worked to their fullest capacity and then are not able to meet the demands of consumers by nearly one-half. There is a great deal of coal imported from British Columbia, Wales, Japan and Australia. This coal is consumed mostly in San Francisco and other Californian ports. There are about 4500 miners employed in the state who earn an average wage of \$2.50 a day.

"The Western American Mining Co. have opened a mine at Fairfax on Carbon River and have installed 75 coke ovens. This company have expended \$150,000 in the last two years.

"This year an output of over 2,500,000 tons may be looked for and eventually Washington state will rank well up amongst the first as a coal producer."

LADY COAL MINE MANAGER.

The Colfax Coal & Mining Co. is owned almost entirely by Dr. and Mrs. D. T. Douglass, of Colfax. Mrs. Douglass is the president of the company and is the active manager. She goes to the shaft daily and attends to all the affairs and has made a success of this mine. The bookkeeper goes to Chicago once each week to make sales, and during his absence Mrs. Douglass keeps the books in addition to her duties as general manager. She is a lady of about 50 years, the mother of four children and her household is never neglected. She is active in the work of the Presbyterian church, indeed she was really the founder of this church in Colfax. Her husband and one son belong to the Methodist Episcopal church, the remainder of the family being Presbyterians. Dr. Douglass is in active practice, manages his several large farms and is the central committeeman on the Republican ticket of Martin township. For the past three years Mrs. Douglass has most successfully managed the coal mine and is highly respected by the fifty miners and workmen. She has never had any strikes or trouble of that nature since she has been at the head of affairs. -Bloomington (Ill.) Pantagraph.

CATALOGUES.

The fifty-four page, illustrated descriptive new catalogue just issued by the Robert Aitchison Perforated Metal Co., Plymouth building, 305 Dearborn St., Chicago, is most complete in all details. This firm manufactures perforated metals of all kinds and sizes, and as the company has been established upwards of 32 years and under the same management, an assortment of sizes has been accumulated covering all requirements of consumers and the trade in general. The company says: "We maintain our own machine shop for the construction of dies and other appliances required in the business, and are therefore in the very best position to make dies for any special sizes or shapes which may be required. Our complement of sizes covers over six hundred varieties and the presses are of the best for producing satisfactory work."

Special attention is given to all details connected with the manufacture and perforation of metals and wherever perforated metals are used the name "Aitchison" is known and is a synonym for the best work in that line. The works of the company are at South Chicago, under the Superintendency of Mr. A. D. Aitchison.

It is reported that the fire in the mine at Summit Hill has been raging furiously the past week, on Tuesday broke into the Spring Tunnel colliery, operated by George M. Davies, and all efforts to prevent its spread have so far proved unavailing. On account of the heat and the attendant risk, the force of fire fighters was compelled to leave the mine. All operations at the Spring Tunnel colliery have ceased. The fire in the Summit Hill mine originated forty years ago, and has since been burning steadily. It is estimated that the Lehigh Coal & Navigation Co., which owns property has expended more than a million dollars in an endeavor to extinguish the fire.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

The Butte Coal Co., Butte, Mont., suffered a loss of \$3,000 by fire last week.

W. D. Harrington will greatly improve the storage capacity of his plant at Gardiner, Me.

A new firm of coal dealers has been organized in Springfield, Ohio, composed of George C. Lynch and R. B. Darlington.

The fuel committee of Beverly, Mass., has awarded the contract for supplying the city to the Picket Coal Co. The prices were: Cumberland, \$4.30 a ton; broken and egg, \$5.38; stove, \$5.75.

The school board of Richmond, Ind., have awarded the coal contract to supply the public school buildings with seven hundred and fifty tons of Pocahontas coal to Mather Bros. Co. of that city.

George N. Montayne has opened his new coal yard on the corner of Walworth and Cherry streets, Saratoga Springs, N. Y. A special switch from the Adirondack branch of the Delaware & Hudson Co.'s track conveys coal to Mr. Montayne's bins and two carloads have already arrived.

A Grand Rapids, Mich., correspondent writes: "Hard coal is still selling at \$6.50 per ton, five per cent off for cash, which reduces the buying price to \$6.17. Six weeks ago it seemed certain that local dealers would advance prices on August 1, but no change is made as yet. Trade in hard and soft coal has not been large so far this season."

The selectmen of Willimantic, Conn., met August 24th, to open the bids for furnishing the year's supply of coal for the town building and the almshouse, a total of 150 tons—100 tons for the town building and the balance for the almshouse. The contract was awarded to Charles L. Boss, the lowest bidder. First selectman Smith, stated that the town already had a supply of stove coal to last for another year.

The Chattanooga Ice Co. has decided to embark in the coal business on a very large scale, selling both wholesale and retail. This company has long considered the advisability of adding coal to its business, as is customary everywhere; in fact, in every other city every concern engaged in the manufacture of ice also handles coal. These two branches of business go together very nicely—the principal ice business being done in the summer and the principal coal business in winter.

Bids were opened at Washington, D. C., on August 21st, for the construction of the new coaling station at Frenchman's Bay, Me. The sheds, which will have a capacity of 10,000 tons, will be so constructed that their capacity can be easily doubled by extension. The shed will be of steel, of the best construction, and where it comes into contact with coal will be protected against corrosion, and the floor is to be of cement. The pier here will be 400 feet long by 48 feet wide, and there will be at least 30 feet of water alongside. Provisions will be made for the receipt of coal into storage from vessels, for its transfer from one part of the shed to another and for its delivery to ships alongside the pier.

"A query from an East Orange coal dealer, as to why the board of education of that city failed to advertise for bids for coal for the schools for the ensuing year, has brought out the fact that that body this year awarded to J. Van Name & Co. the contract without publicly advertising, at prices considerably higher than those three dealers have offered to furnish the same qualities of coal to the City Council," says the Newark (N. J.) Advertiser. "The Van Name Co. had the contract last year. The quantity of coal used in East Orange schools is about 1,000 tons. Van Name's prices were per gross ton: Egg, \$4.90; broken, \$4.65; stove and chestnut, \$5.05 each. An official connected with the board said this morning to a reporter for this paper, when questioned about the failure to advertise for bids as required by law: 'As is well known, the question of the application of the new school law to East Orange has not been determined. Eminent council engaged in the case have given contrary opinions, and as it has not been satisfactorily settled that the new law applies to this city, the board continues to act under the old law and in a manner similar to that always in vogue. The board has found that the Hazleton Lehigh coal gives the most satisfaction. A half dozen dealers who are known to handle this brand of coal were sent notices that coal was needed, and were asked to submit bids for the same. The contract was then awarded to the lowest bidder. The board considered this as complying with that section of the law which requires that supplies be advertised for.' Dr. John Crowell, secretary of the board of education, when seen said the above statement was an accurate one; that the board had so acted. The contract was awarded to the firm of J. Van Name & Co. The board had inquired at coal headquarters for the names of the dealers who were able to furnish the brand of coal wanted by the board, and then invited these dealers to submit bids. J. Van Name & Co. he said, were the lowest bidders, and to them the contract was awarded."

The Whitebreast Fuel Co., Chicago, has recently purchased all of the coal under the southeast quarter of section 22 in Buckheart township. This is coal land near Dunfermline, Ill., where the company mines on an extensive scale. It has lately found that it needed the coal under the land of H. C. Shryock and the purchase of the privilege to mine it was made. The transaction altogether was an important one, as it brings the Whitebreast Fuel Co. into possession of additional extensive coal fields and enables it to pursue its operations with several hundred men for years to come.

WESTERN COAL AND COKE NOTES.

Rich veins of coal have been found almost within the city limits of Bloomfield, Iowa.

A strike of the miners in the mines at Leavenworth, Kan., is threatened and may caluminate next week.

At Wilton, N. D., lignite coal mining is progressing at a rapid rate and commercial shipments will soon be made.

A lignite coking coal has been discovered twenty-five miles from Choteau, Mont., in the Sun river country. A shaft is being sunk.

Watertown, Wis., asks proposals for anthracite and Hocking coal for city and pumping station. Bids to be in at 8 o'clock P. M., Sept. 4, 1900.

A new Illinois corporation is the Coulterville Coal Co., Coulterville; capital stock \$2,500; incorporators, W. D. Craig, C. M. Hamill, and R. M. Burns.

The Consolidated Coal Co.'s mine at Nashville, Ill., has resumed operations, after an idleness of about a month, caused by the destruction of the engine house, etc., by fire last month.

Donk Bros. are sinking another shaft in the vicinity of Troy, near Edwardsville, Ill. The top works are completed and the air shaft down to the coal. Commercial coal will soon be hoisted.

The Des Moines (Ia.) Leader says: "The Ellyson coal tract on Four Mile Creek has been conveyed from the Carbondale Mining Co., to the Carbondale Coal & Mining Co., for a consideration of \$13,000."

The Hookdale correspondent of the Greenville (Ill.) Advocate says: "J. H. Allen, the purchaser of the Smithboro coal mine, is now in possession of the property and will rebuild and put it in thorough repair."

Judge A. H. Skidmore, and John and Charles Spencer, have leased 400 acres of coal land at Mineral, near Galena, Ill. Drilling has commenced for the shaft, and the work will be rushed in order to get a share of the fall and winter trade.

The shaft of the Gage Coal Co., at St. Charles, near Saginaw, Mich., is down to coal, a fine vein 4 feet and 8 inches in thickness having been developed. The grading for the spur track to the mine is well advanced and the mine will shortly be in operation.

Superintendent Moody, of the Sunnyside mine, Evansville, Ind., reports: "As a rule this is a dull season, with not more than half the usual force employed. This year it is different. We are employing a full force, and running most of the time. All the operators are busy, and there is a market for our coal. Prosperity has struck us right."

Our Seattle correspondent writes that: "Several prominent Astoria, Ore., business men have secured control of 6500 acres of land at Knappa, near Astoria, and have disclosed the fact that experts have declared it a very valuable coal and petroleum field. A company has been formed and it is stated development will begin immediately."

Amended articles of the corporation of the Riverside Coal Co., Saginaw, Mich., have been filed reducing the capital stock from \$60,000 to \$50,000, and the number of shares from 2,400 to 2,000. At the meeting of stockholders at which the articles were amended a contract was authorized with the Saginaw Ice & Coal Co., which is to control the output.

The Superior (Wis.) Leader says: "The Lehigh Coal & Coke Co. has nearly completed four of its new steel rigs, and they will be duly installed ere long. This will make a total of 13—by no means an unlucky number when one considers the importance of the increased facilities. The dock, as heretofore noted, will be greatly improved before next season."

A dispatch from Kemmerer, Wyo., says that the Oregon Short Line and Union Pacific R. Rs. are contemplating an extension which will greatly enhance the coal and oil lands in that vicinity. It states: "By constructing the Kemmerer-Evanston line the mines would be in a position to ship either to Portland or to San Francisco. The quality of coal here and at Diamondville, and especially that in mine No. 4, is equal to the Rock Springs article and is improving every day."

The Spokane (Wash.) Spokesman says: "Maynard H. Cowan of this city has sold to Montana capitalists 1,000 acres of coal lands in the Crow's Nest Pass country, which he discovered while engaged as a railroad contractor on the construction of the Canadian Pacific. The purchasers, who are large consumers of coal and coke in their smelters at Butte and elsewhere in Montana, have already purchased a large amount of machinery and will at once begin opening up the properties. They will install a large number of coke furnaces and will enter into competition with the Crow's Nest Pass Coal Co. in supplying coal and coke to northwestern and British Columbia smelters and other consumers. Mr. Cowan retains an interest in the property with James F. Cameron of the city, who formerly had a bond on the property."

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EASTERN COAL AND COKE NOTES.

The Ocean Coal Co. has begun the construction of 100 coke ovens at Herminie, Pa.

Coke ovens to be operated under the Keneval process are to be erected at Cleveland, Ohio.

It is stated that all the various collieries of the Pennsylvania Coal Co. will go on full time in Pittston and vicinity.

About 18,000 acres of coal lands in Wayne and Smithfield townships, Jefferson county, Ohio, are about to be purchased by a big syndicate.

The Berwind-White Coal & Mining Co.'s operations at Windber, Pa., are being greatly improved, new houses for miners, etc., at a cost of \$50,000.

The Mansfield Coal & Coke Co., Pittsburg, Pa., has purchased 100 acres of coal land adjoining Pittsburg, and also the leases of the Gray & Bell Coal Co.

The Arcadia Coal Co., Clearfield, Pa., has been chartered with a capital stock of \$1,000. Also the Pine Hill Coal Co., Somerset, Pa., with a capital of \$36,000.

Pittsburg coal operators are agitating the matter of shipments of coal to Europe. The Chamber of Commerce will discuss its feasibility, ways and means, etc.

During the past three months not less than 15,000 anthracite coal miners have left Luzerne county, Pa., for the soft coal regions in the West, many of them going to Pittsburg.

A Cleveland correspondent writes that trouble is expected in the Jackson County coal district in Ohio on Labor day, Sept. 3. It is stated that the difficulty lies in the scale.

The Kerr Coal Co., of Freeport, Pa., has purchased the coal rights of about 200 acres of land in Buffalo township, Butler county, from John Sarver, for \$10,000 and will proceed to develop.

The Natalie colliery is shipping a large tonnage of anthracite from Mt. Carmel, Pa. The breaker is run steady and the large engine is kept busy continually hauling coal from the colliery and taking empty cars back.

Mr. Fred C. Keighley, general manager of the Oliver Iron & Steel Co.'s coke plants at Connellsville, has recently returned from the Pacific coast, having made an extensive tour of the West in the interests of his company.

It is said to be the intention of the Krause Coal Co., Masillon, Ohio, to place mining machines in its new Stanwood mine. The vein is said to be seven feet thick. It is probably the only mine in the district in which machinery can be used to advantage.

Orders have been received at Dunbar from Johnstown, to shut down all the ovens of the Cambria Iron Co. This company owns the Mahoning, Atlas Anchor, Uniondale and Great Bluff plants, which comprise over 400 ovens. The shutdown is attributed to a surplus of coke at the furnaces at Johnstown. Over 400 men will be thrown idle.

The Connellsville Courier says: "Crushed coke is being used more and more in lieu of both soft and hard coal, and especially for heating furnaces in private dwellings, public buildings and for steam making in places where it is desired or commanded that the smoke nuisance shall be abated."

An excellent idea has been put in operation by the Lehigh Valley R. R. Co. in regard to lettering all the engines so as to show the pulling capacity of each. Every engine will be lettered on the cab, and the yardmaster will thus be enabled, by looking at the number, to ascertain just how many cars each locomotive is capable of hauling, thus saving much time in making up trains.

A correspondent at Bath, Me., writes: "Believing that there is coal under the sea near here, a company has made arrangements with one of the best known divers in this section of the United States to come here in September. Should coal be found in paying quantities, a tunnel will probably be cut from the shore."

It is stated that the Ellsworth Coal Co., Scenery Hill, near Washington, Pa., is experiencing much difficulty in keeping laborers and bosses at its new works there. Work proceeds night and day, the men working in three shifts on the two shafts and seven days in the week. The continuous blasting through the rocks together with the water, combine to make the work hard and progress slow.

The Oxford breaker at Scranton, Pa., will be ready to start about Sept. 1. The breaker is owned by the People's Coal Co. and is a modern structure. It has a capacity of 1,000 tons a day and the coal will be taken by the D., L. & W. The operators are John A. Mears, W. P. Boland, S. N. Stetler, C. G. Boland and James M. Boland, the latter of Wilkesbarre. The company has a large tract of unmined coal.

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Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

The Cumberland Coal & Coke Co. will develop the coal on their land; near Crab Orchard, Tenn.

The Citizens' Co-Operative Coal & Land Co., Crossville, Tenn., will very soon begin the development of 4,000 acres of coal land there.

The first shipment of coal from the Berrysburg mines, Philippi, W. Va., was made last week. Thirty-two loads of fine coal made up the train.

Judge Rufus Hardy, Corsicana, Texas, has leased 2,000 acres of coal land near Kosse and will thoroughly drill it prior to developing the coal measures.

It is stated that the operators of East Bernes:adt and Pittsfield, Ky., coal districts agree to give miners a raise of 7 cents a ton. The miners ask 10 cents, but will accept the offer, and nearly all are at work.

The Wheeling (V. Va.) Intelligencer reports that: "B. J. Molone, the Pomeroy coal operator, has opened up new mines above Pomeroy and is building one of the most extensive coal tipples in the Ohio Valley."

It is stated that 250 coke ovens at the plant of the Virginia, Iron, Coal & Railway Co., at Stone Gap, Va., have shut down as a result of the shutdown of the iron furnaces recently, as these ovens supplied many furnaces with coke.

The Coal Co. at Rock Creek, Texas, is arranging to spend \$30,000 in improvements. A new shaft has just been located at Rock Creek and work will be commenced immediately. The company is placing all of the coal it can get out—in fact, much behind on orders now.

It is reported that the Barney Coal & Coke Co., Baltimore, Md., have sued the Chesapeake & Ohio Railroad in the Fayette Circuit Court for \$175,000 damages, alleging violation of a contract under which the railroad was to furnish cars and buy from the plaintiffs for a period of 22 years a specified amount of coal.

A correspondent at South McAlester, I. T., says: "The coal in the mines on the Choctaw route are inexhaustible. The veins are from three and one-half to five feet in thickness, and reach from the city limits to the northeast, southeast and west, covering a vast area. South McAlester is the distributing point of one of the richest coal mining regions in this country. Anywhere from 250 to 300 carloads are hauled out daily. This coal is rated at little below anthracite in quality. There are seventy-two coke ovens at Krebs and fifty at Alderson. The latter is an industry which is still in its infancy out there, but is growing rapidly."

The Fort Worth (Texas) Mail says: "A meeting has been held by the directors of the Central Coal Mining Co. of Strawn, and as a result negotiations were closed for a transfer of the property of the company to the Texas & Pacific Coal Co. of Thurber. The Central Coal Mining Co. elected the following officers: President, E. L. Marston, of New York; vice-president, W. K. Gordon, of Thurber; secretary, John W. Wray, of Fort Worth. Directors, the above three officers and S. Mims, M. A. Williams, A. B. Marston and M. W. Wilett, all of Thurber. These officers are now interested in the Texas & Pacific Coal Co. The Thurber property is largely held by the Blairs of New York, and Mr. Marston is a partner in the firm of Blair & Co."



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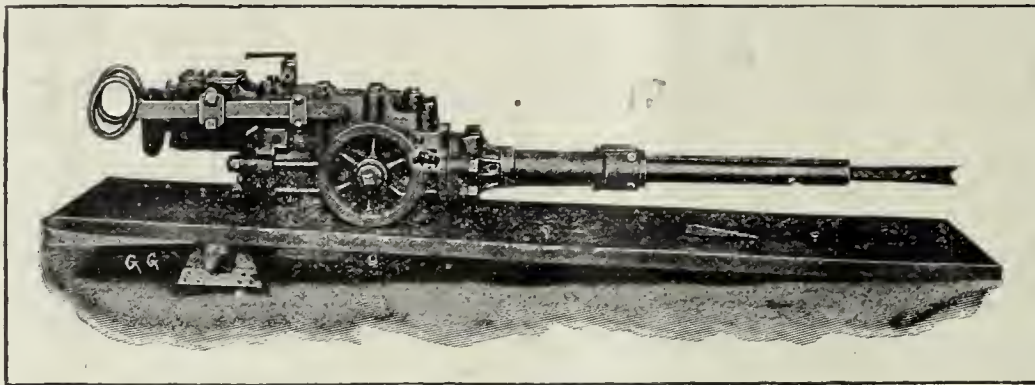
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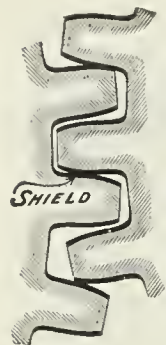
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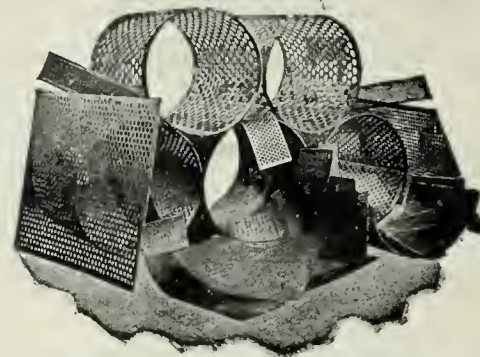
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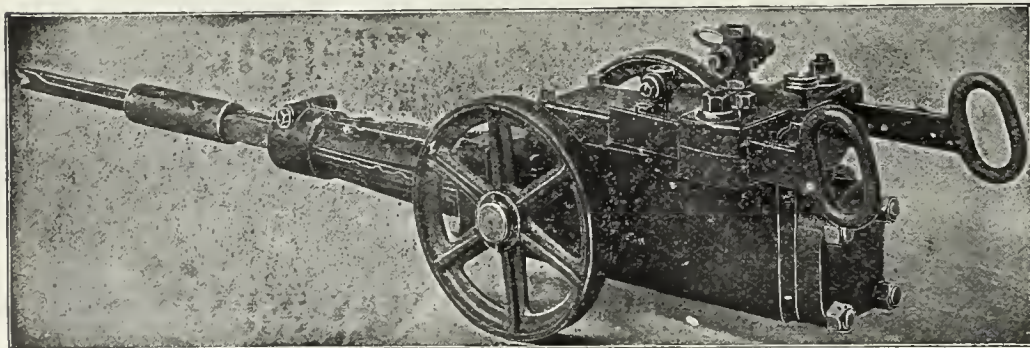
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BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

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VOL. 25. SEPTEMBER 8, 1900. No. 10.

MARKET REVIEW.

Lake receipts of anthracite coal at Chicago from August 1 to August 20, 1900, according to the Bureau of Coal Statistics show quite an increase as compared with the same period last year; all-rail receipts have also increased. Shipments of anthracite from Chicago show a large decrease.

Bituminous coal receipts at Chicago for the same period and comparison as above, show an increase from all states except West Virginia, which have decreased considerably. Shipments from Chicago have increased materially.

Coke receipts at and shipments from Chicago for the first twenty days of August continue to show large decreases.

The surrounding circumstances and conditions in the anthracite coal fields of Pennsylvania, are of so varied a character, that what would be a fair rate or scale for one district, would be out of all proportion and manifestly unfair in another. Hence, there can be no equalization of the demands as promulgated by the convention of miners at Hazleton, and if there is a strike it will be brought about by the officials of the United Mine Workers' union, and not by the exercise of the free will of the majority of the anthracite miners. Another thing, the miners in some districts had no representatives at the convention, because they are not organized, and it is not logical to suppose that those men will obey an order to strike from persons whose authority they do not recognize. It will be a hopeless struggle from the outset, and it cannot now be disbelieved that there is more of politics than the desire for fair play, if a strike is declared tomorrow, Saturday, September 8.

Anthracite coal in the Western market is generally stronger this week as much due to strike talk as to the advance of the

season. A notable feature is the fact that orders for rail coal to be delivered this month have been declined or held in abeyance until it is definitely known whether or not there will be a strike in the anthracite regions, and if so what its proportions are likely to be. This has conduced to a much better feeling and as the general dealer trade continues to postpone orders, which are very much behind for this time of the year, the chances multiply that with the first touch of frost there will be such a spontaneous demand for coal that prompt shipments will be impossible. A good tonnage of coal has been and is now going forward to Missouri river points. New business is light and likely to be until all deliveries are made on June orders. In case of a strike all rail shipments to the west will cease and orders in rail territory not yet filled will have to be supplied from docks. So that dealers who have not yet ordered should do so at once otherwise they may not get their anthracite until late in the season, if at all.

Soft coal begins to manifest some degree of life, though it is more in the line of inquiry than in actual demand. Labor Day and its attendant festivities in the West have reduced the output from mines, but the effect has not been appreciably felt in any of the markets, all of which are congested with surplus supplies. Low prices prevail generally and in this regard there can and will not be any change for the better until there has been some frost in the air, when the reaction throughout the country should be very quick. Eastern coal is neither in such evidence as it has been nor are prices as low and irregular, this however cannot be said of the Western product. The general movement of bituminous coal in any direction is light with little hope for change until colder weather comes.

Our New York representative reports anthracite quiet despite the fact that the strike agitation may seriously adminish the output of coal before the end of the season. The buyers' attitude would indicate that they have neither fear of a strike nor an advance in prices this month, and are as apathetic as they were several weeks ago. An agent says: "The dealer will only buy at the present time, providing the prices are on the basis of the spring circular with deliveries up to February, 1901." The movement of anthracite from mines is heavy, much of it being stocked at storage points. It is also understood that many of the companies are cancelling all unfilled orders. In the East business is backward, but coal to shoal water ports is going forward rather more freely. Prices on the domestic sizes are more uniform, and on steam, buckwheat and rice, are firm. All the producing interests are making a strong effort to maintain the July circular. Soft coal on the Atlantic seaboard is in fair to good demand, particularly the better grades, orders for which are in excess of the current supply. A steady stream of coal is going abroad and the outlook in this direction is very flattering to shippers, though it is regretted that they do not ask and get better prices. That is, to have a recognized price for export coals and maintain it at all shipping ports. Shoal water consumers and dealers would take a greater tonnage of soft coal if vessels were more plentiful. In the far East there is a good demand for coal and many orders unlimited as to tonnage. Along the Sound, business has greatly improved, demand being about normal. New York Harbor trade is good. The one spot which shows a falling off is all-rail. Transportation from mines to tide is slow. Car supply is fair, but coastwise vessels are scarce and freight rates have materially advanced.

Buffalo advices are that the approach of the time for the threaten strike of the anthracite coal is causing much anxiety because there is complaint of scarcity of supply for shipping purposes. The total shipments to date for the season are 129,514 tons, less than last year, but 13,374 ton greater than in 1898. Anthracite shipments by lake from Buffalo were 52,300 tons, less 1,600 tons of soft coal to Duluth, distributed as follows: Milwaukee, 17,800 tons; Chicago, 14,200 tons; Duluth-Superior, 6,900 tons; Toledo, 4,500 tons; Waukegan, 2,800; Manitowoc, 2,600; Sheboygan, 1,400 tons; Fort Williams, 1,100 tons, and Gladstone, 1,000 tons. Freight rates were 30 cents to Milwaukee, Chicago, Duluth, Sheboygan, Fort Williams and Gladstone; 25 cents to Toledo and 35 cents to Waukegan. The soft coal market is decidedly stronger and mine run is very scarce.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

SEPTEMBER 5, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00
STEAM SIZES.				
Pea.....				\$2.25-\$2.50
Buckwheat.....				1.00- 2.15
Rice.....				1.25- 1.50
AVERAGE RETAIL PRICES.				
White ash.....				\$4.75
Pink ash.....				5.25
Red ash.....				5.50

The anthracite coal trade during the past week has been rather quiet notwithstanding that the labor question is liable to curtail the product before the season is over, and orders from the principal consuming territories are coming in but slowly. From the attitude the buyer is showing it would indicate that they have little fear of the possibility of a strike or an advance in prices during the current month and seem more indifferent to the situation at the moment than they were a few weeks ago. One seller gives this version of the situation: "The dealer will only buy at the present time providing the prices are on the basis of the spring circular and delivery on same allowed up to February, 1901." The opinion is that most dealers have been stocking a fair amount of coal and many of them have still some coming on old orders which they believe is sufficient to tide them over the present period of uncertainty, and in the event of there being no strike expect to benefit by the larger tonnage mined in the past month, and in any case are willing to take their chances with the producer. The movement of coal from the mines, however, is quite heavy and it is thought a considerable quantity of it is going into storage for future use and we understand that most of the companies are cancelling all unfilled old orders so as to be able to increase their stocks somewhat and be forearmed to this extent in the event of labor troubles. Trade eastward continues backward and while there have been several large orders placed during the week the buyers generally seem indifferent and say they will take the market as it comes. The shoal water ports are taking a little more coal, though there is still a large amount to go forward to them before ice makes. Trade along the line is more or less of a hand-to-mouth character, which in some directions is not up to what is expected at this time of the year. The various sizes are in somewhat better supply than they were, especially on nut and broken coal, which were very short a week or two ago. The smaller sizes are also more abundant, though the companies are not letting them go any more than they can help, as their winter stocks amount to little or nothing so far. Prices in consequence are firm and well maintained. Prices on the domestic sizes are firm and more uniform than they were and the producing interests are making an effort to maintain the July circular. There has been no advance in the price list, September 1, and it is remarked that the old list will be enforced for the present and that conditions surrounding the trade at this time may take care of future advances.

In the Atlantic seaboard soft coal trade, the demand is fairly good, and the producers of the better grades of coal have orders on hand that they cannot take care of while the poorer grades are feeling the effect of this. The embargo week before last on the Pennsylvania Railroad has made a more or less scarcity of coals coming over the road and this has had its effect. Shippers are beginning to receive the coal shipped from the mines after the embargo was raised and are again getting to be active. The foreign trade shows a continued steady shipment of coal abroad and there are several large sized rumors afloat which if they develop will be of considerable interest to the trades. The only thing to be regretted in this trade is that shippers do not see the importance of getting more money for their coal, as it would be an easy matter with the present demand to establish a recognized price at the various shipping ports to apply on all export trade. At the present, however, the ocean transportation companies are getting all the cream and the producer, in many instances, is satisfied to sell at the lowest possible figures in order to get an *entree* with the hope of securing better prices later on, which however rarely occurs. There is a little better supply of vessels at the lower shipping ports over last week. The higher freights act as an inducement to vessels to hurry to the shipping ports to secure them, which is thought may reduce rates from what has been the maximum lately. Shoal water port consumers are commencing to stock up, but the difficulty is in securing vessels in this class of the trade, as the light draft vessels, seem and have deserted to a great extent the lower ports for the New York shipping ports. Trade in the far East is active and calling for a great deal of coal. Orders from this point are sent in unlimited, except as to extreme quantities upon individual orders, and an uncommon expression on orders, "of not less than so many tons," is being used where in many cases heretofore "not over so many tons" has been the rule. Trade along the Sound is picking up and call for coal there is getting again on old lines of taking all coal that can be shipped them, of course this is not so on the poorest grades. Trade in New York is fairly active and consignees are willing to put in their boats and wait a considerable time for cargoes of the particular kind of coal they desire. All-rail trade is dull and is the one spot that is not active in the whole trade, but producers are glad of this as it allows them to turn over to tide the coal so refused.

Transportation continues slow and a week seems to be about the time from mines to tide for coal to get through. Car supply is fairly good.

In the coastwise vessel market vessels have been scarce and in good demand at the lower ports and freights showing large advances over last week, but there are reported large arrivals of vessels at these ports, and it is thought there may be a falling off in freights from these quoted: Philadelphia to Boston, Salem and Portland, \$1.00-\$1.05; Providence, New Bedford and the Sound, 80-85 cents; Portsmouth, \$1.05. The further lower ports are 5 to 15 cents above these figures.

BUFFALO, N. Y.

SEPTEMBER 6, 1900.

The near approach of the threatened strike of the anthracite coal miners, throws all other considerations in that trade into the shade for the present, especially as there is complaint of scarcity of supply in most of the shipping offices here already, strike or no strike. A very poor showing is made to the end of August in water shipments. The amount shipped during August was only 285,469 tons, while the shipment in August last season, was 438,408 tons, and in 1898 it was, 443,925 tons.

The total shipment to September 1st, this season, is 1,255,274 tons, as against 1,484,788 tons last season, and 1,241,900 in 1898. This leaves us a little ahead of 1898, but 129,514 tons behind last season, and with no prospect of much improvement right away. There are orders, but coal does not come in as it should.

Only nine ports were mentioned in coal clearances during the week, as follows: Milwaukee, 17,800 tons; Chicago, 14,200 tons; Duluth-Superior, 6,900 tons; Toledo, 4,500 tons; Waukegan, 2,800 tons; Manitowoc, 2,600 tons; Sheboygan, 1,400 tons; Fort William, 1,100 tons; Gladstone, 1,000 tons; a total of 52,300 tons, all being anthracite except 1,600 tons soft to Duluth.

Freights are as follows: Milwaukee, 30 cents; Chicago, 30 cents; Duluth, 30 cents; Toledo, 25 cents; Waukegan, 35 cents; Sheboygan, 30 cents; Fort William, 30 cents; Gladstone, 30 cents.

Following is the coal distribution by lake so far this season: Chicago, 451,980 tons; Milwaukee, 265,510 tons; Duluth-Superior, 259,835 tons; Waukegan, 41,220 tons; Toledo, 35,750 tons; Green Bay, 23,090 tons; Manitowoc, 22,180 tons; Lake Linden, 19,265 tons; Fort William, 17,655 tons; Racine, 13,205 tons; Gladstone, 12,900 tons; Marquette, 10,565 tons; Ashland, 7,350 tons; Hancock, 5,200 tons; Depere, 4,890 tons; Sault, 4,575 tons; Bay City, 4,240 tons; Houghton, 4,050 tons; Portage, 3,475 tons; Kenosha, 3,375 tons; Port Huron, 3,205 tons; Depot Harbor, 2,400 tons; Sheboygan, 2,365 tons; Port Colborne, 1,930 tons; Port Washington, 1,750 tons; Washburn, 1,100 tons; Parry Sound, 1,010 tons; Port Arthur, 940 tons; Menomonee, 850 tons; Marinette, 750 tons; Amherstburg, 690 tons; Alpena, 665 tons; Port Clinton, 400 tons; Marine City, 350 tons; Byng Inlet, 325 tons; Port Dover, 240 tons; Port Burwell, 240 tons; Cape Vincent, 105 tons. This is a total of 38 ports, of which seven have appeared during August. The changer are mainly that Milwaukee has passed Duluth and of the minor ports Manitowoc, Depere and Bay City have come up, while Green Bay and most of the Portage lake ports, including Ashland, have received very little.

Anthracite prices remain as follows, per gross ton on cars at Buffalo or Suspension Bridge: Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3.00.

Buffalo local anthracite, per net ton from trestle: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, with \$1.00 additional for delivery.

The soft coal situation is decidedly stronger with some sizes, especially mine run, very scarce, on account of the added demand and the impossibility of getting the miners to work steadily. When they like they go into the mines and they will work only when they like.

Following are bituminous quotations: Pittsburg lump, per net ton from cars, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00; steamboat fuel, delivered on board, \$2.80.

William B. Chandler, for a considerable time up to about a year ago chief clerk in the Lehigh Valley coal dock office, died August 29th, after an illness that had kept him from office duties a considerable time. He had been a long time in Lehigh Valley employ and was highly esteemed. A wife and three children remain. The position has been taken by H. G. Parker, who has been in the office several years.

Receipts of anthracite coal by canal this season, though nothing like the amount of former seasons, have reached 467 tons against only 65 tons to date last season. This trade used to be heavy, but will never be again, as all coal is controlled by the roads. Only 224 tons of soft coal have been shipped out by canal this season.

CONNELLVILLE, PA.

SEPTEMBER 4, 1900.

The Courier says: "The coke trade is a paradox just at present. While the production and shipments show a stationary attitude or a decrease from week to week, yet the undercurrent of the market shows that the low level has been reached, and that the production and output may be expected to move upward in the near future. The railroads report a better outlook, and barring the temporary blowing out of a few furnaces which effect the consumption of Connellsville coke, the iron and steel markets also show strength which is growing day by day.

"At this time in the year the old bugaboo about car shortage bobs up in the chief coke markets. Reports of this kind are already rife in Chicago and other western centers, naturally the West first because the car shortage is first felt in that part of the country, the great crops of the middle plains taking a large percentage of the box cars for the transportation of grain to the elevators and the domestic markets all over the United States. But there is no distinct evidence that the car supply will be so short this fall as it was a year ago. The output of coal and coke will be a little if any larger than usual, and the number of cars will be greater. The crops will not be as heavy as they were a year ago. It is not probable, therefore, that there will be any serious trouble from this source during the fall months.

"Furnace coke is quoted at \$2.25@2.35, and foundry coke \$2.50@2.75. These figures are for standard Connellsville."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

The Hillside Coal Co.'s colliery, operated at Moosic by the Erie Railroad Co., will resume operations shortly, after being idle since May, 1897.

CHICAGO MARKET.

Locally, there is quite a diversity of opinion in regard to the probability of a strike in the anthracite fields in Pennsylvania. What with the concessions which may be made by several of the producing companies and the general indisposition of the majority of the miners in certain sections, it certainly does appear at this writing, to be very problematical whether there will be trouble of any general character, or a strike of so serious a nature as to involve the whole of the men in the northern, middle and southern coal fields. In short, and in fact, the general sentiment of the business communities and the clergy in those districts, is utterly opposed to any movement which would lead to a strike. This antagonism is being carried to such a length that clergymen are addressing parishioners from their pulpits begging the miners not to engage in a strike which may be attended with all kinds of trouble, evils and probably crime. As we go to press, the matter is still one of uncertainty, though there is quite a silver lining to the cloud and many are hopeful that trouble will be averted.

Hard coal is firmer and all dock companies are now asking and obtaining \$5.25 for broken and \$5.50 for the domestic sizes from their yards. As there is an apparent unanimity of purpose on the part of the agents to obtain the fuel circular for their anthracite, there is not much fear of any concession being made from those figures. In a wholesale way there is, as yet, little or no improvement and the more or less uncertainty with regard to a suspension of mining operations in the anthracite region has apparently no stimulating effect upon buyers. This seeming indifference is somewhat hard to account for, except on the hypothesis that buyers are in no great hurry to fill their sheds. Retail trade is in but little, if any better condition, than it is at wholesale, and the movement to small buyers is extremely light.

Soft coal is burdensome in this market and no relief is expected until later in the month, perhaps not then as so much depends upon the industrial condition. If, as so many believe, there is to be little betterment in manufacturing until after the third week in November, there may be a plethora of coal in and around Chicago until December, in which case there can be no stability in prices until supply and demand are more on a parity. The one redeeming feature in the local market is the steadiness of the circular of \$2.85 which is maintained on Hocking coal. Other Eastern grades, including West Virginia, are by no means strong and the regular circular is more or less shaded according to circumstances. Coal from mines in Indiana and Illinois is really a drug on the market, particularly some varieties of the steam article, and it appears to be hoping against hope for any real relief until there is a radical improvement in the general industrial situation. There is a better demand for commercial coal and some shippers report more cars moving.

Coke shows little change. Demand continues light and most of the local consumers are well stocked. Prices remain unchanged, and except on standard grades are unstable.

WHEELING, W. VA.

SEPTEMBER 6, 1900.

The situation in West Virginia is a little peculiar just now. The mines are not all running full, but the people interested in coal production have lost none of their faith either in West Virginia as the greatest of all coal producing states prospectively, nor in the future of the coal trade in general. This is demonstrated in a number of ways. Those who are interested in mines already in existence are making every preparation for heavy trade in the near future, and are buying the sort of supplies they will need a few weeks hence if there is big demand for their product, but for which they will have no use unless there is a demand. Those who are not coal producers but who have money to invest show not the least hesitancy about putting it into coal lands both for development and to hold for speculative purposes. In Harrison county, as an example, within the week closed last Saturday, there were fifteen transfers of coal wherein no surface was sold except the rights necessary for opening mines. How much of the surface real estate sold was transferred with the view of opening mines, there is no means of knowing.

Hon. T. Moore Jackson, of Clarksburg, one of the big coal and railroad promoters of West Virginia, and a banker who could run a bank with his own money, it is so plentiful, was nominated for Congress last week. Mr. Jackson heard of it in due course of time, although he was out looking after business and did not learn of his nomination for three days. But when he did hear of it, he didn't seem at all pleased, and took the earliest opportunity to inform the committee that he did not care for such honors. He said he was entirely too busy looking after his coal and railroad interests to either make the race for Congress or serve his country, if elected. So there is a vacant candidacy in spite of the fact that he has been importuned, cajoled and coaxed to accept. Mr. Jackson is not by any means the only West Virginian too busy with his coal interests to run for Congress or to serve if elected.

Business generally in West Virginia, is a little slack, but the outlook is declared to be fine. The demand from Europe attracts a great deal of attention, and the operators are making plans for a European campaign; that is, the ones who are not already doing business over the pond.

D. J. Morris of Boulder, Colo., reports an exceedingly fine strike of coal on his ranch, six miles east of Boulder, adjoining the Shannahan property. The find was made at a depth of 116 feet on a trial shaft and a vein of lignite coal six feet thick was encountered.

PHILADELPHIA, PA.

SEPTEMBER 4, 1900.

The anthracite coal trade is greater than it was, no doubt due to the fact that the talk of the advance in price did not go into effect September 1st and the apprehension of a strike in the labor regions is not as great as a week ago. This condition seems to have created a feeling in the trade that the present prevailing figures will rule for at least another thirty days and buyers show little inclination to place orders of any special amount over their daily needs. The movement of coal from the mines however is large and it is thought a good deal of this coal is being stocked by the companies for future use which is desirable in the event of forced curtailment by labor trouble lots on. There have been some sporadic sales made of considerable blocks of coal, mostly in the far East, at list figures, but the general disposition is to hold off especially on tidewater shipments, and other companies owning their own barges, find it difficult to keep them going with what business is being offered. The demand along the line keeps up fairly well, though the tonnage called for is not as large in the aggregate as shippers would like to see, though prices are better than obtained at tidewater ports. Prices generally are fairly well maintained and are in most instances up to the July circular which will be the basis for shipments during the present current month. Nut coal is in better supply than it has been, while egg and broken are also easier. Steam sizes are still short with most of the interests, though we notice a little more stocking of these sizes in the last few weeks for future use.

The soft coal trade shows considerable demand, especially for the better grades of coal, for which there is a greater demand than can be supplied at the moment. This is having its effect upon the poorer grades, which appear to be moving off somewhat more freely than was the case a week or two ago. Shipments are permitted to go forward with greater regularity since the raising of the embargo on the Pennsylvania Railroad, and the tonnage during the week has been limited more on account of the lack of vessels at shipping ports, than the slow arrival of coal there. The advance in ocean freight rates of 20 and 25 cents in the last few days, it is thought has delayed some business, as consumers are of the idea that the prevailing figures will only be temporary, yet, on the other hand, many buyers are putting in unlimited orders for prompt shipment and are not limiting their shipper to any figures on coastwise freights, believing the present quotations have come to stay. The far East continues to be the most active of the consuming territories, though Sound ports are calling for a good deal of coal, indeed, all that can be shipped there. Shoal water port consumers are also beginning to stock up, but there have been few shipments made to them, owing to the shortage of this class of vessels. Export trade is active and is only limited to the ocean transportation available.

Transportation from mine to tide is still slow, though a fair volume of coal is coming through. Car supply is good to shippers taking prompt care of coal on arrival. In the coastwise vessel market vessels are scarce and in good demand. We quote as follows: From Philadelphia to Boston, Salem and Portland, \$1.00-1.05; Sound ports, 80-85 cents; Portsmouth, \$1.05. At the time of writing we are informed a considerable fleet of vessels have arrived in port, which may have an effect on the above rates.

BALTIMORE, MD.

SEPTEMBER 4, 1900.

Coal freight rates have advanced considerably since my last letter. The rise was not wholly unexpected and a further advance is expected in the near future. Vessels are not any too plentiful and the demand for them is rather vigorous. Portland, \$1.10; Boston, \$1.10; Salem, \$1.15; Portsmouth, N. H., \$1.20; New Haven, \$1; Bridgeport, \$1; Providence, \$1; Allens Point, \$1; New Bedford, \$1; Somerset, \$1.05; Fall River, \$1; Galveston, \$2.25; Jacksonville, \$1.15 @ 1.20; Savannah, \$1.10 @ 1.25; Port Royal, S. C., \$1.25 @ 1.40; Charleston, \$1.10; Wilmington, N. C., \$1; Velasco, Texas, \$2.40; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3 50; Key West, 2.25.

Coal charters since last report.

It. Strp Alessandro del Bruno—Baltimore to Marseilles, 20s., September.
It. Bark Jamaica—Baltimore to Genoa, 18s. 6d., November.
Schr E. C. Pendleton—Baltimore to Bangor, \$1.
Schr Clara A. Donnell—Baltimore to Bath, p. t.
Schr Maggie S. Hart—Baltimore to Bangor, 95c.
Schr Ninetta M. Porcella—Baltimore to Jacksonville, \$1.
Schr S. P. Blackburn and Malcolm Baxter, Jr—Baltimore to Boston, 90c.
Br Stmps Ashton, Lady Lewis and Sir W. T. Lewis—Baltimore to Mediterranean ports, 21s. September.

A dispatch from Newcastle, England, says that agents of the French government are making inquiries in the northeastern British port for steamers available for carrying 1,000,000 tons of coal from Norfolk, Va., to France within the next fifteen months. Three steamers have already been chartered to carry coal from Norfolk to Marseilles. They are the British steamers Raithmoor, 1,500 tons; Reynolds, 2,083 tons, and the Trevanion, 1,566 tons.

The export business of this port for the month of August amounted to 36,293 tons of coal and 1,065 tons of coke.

The steamship Arinstar cleared from Newport News last week with the first cargo of coal ever shipped from there to Ireland. It consisted of 4,173 tons.

The whaleback City of Everett sailed for Galveston with a cargo of coal from Black-Sheridan-Wilson Co. This is the first time that a whaleback has carried coal south from Baltimore. This vessel will make three trips to Galveston.

The United States Bureau of Navigation reports that 105 vessels, aggregating 35,944 tons gross, were built in the United States and officially numbered during the month of July, 1900. Of these 41 vessels, of 3,030 tons, and 26 steamers, of 3,093 tons, were built of wood at Atlantic and Gulf ports, while the one steel vessel built on the Atlantic seaboard was the Morro Castle, of 6,004 tons. This vessel, the largest numbered during the month, was built at Philadelphia for the New York & Cuba Mail Steamship Co. The tonnage built on the Great Lakes included one sailer of 2,790 tons, and four steamers of 17,350 tons. After the Morro Castle the three largest craft added to the American Register during the month of July, were the Lafayette, 5,113 tons; the Ainion J. Murphy, 4,869 tons; and the Cornell, 5,082 tons; all three vessels being built inland for traffic on the great lakes.

OMAHA, NEB.

SEPTEMBER 5, 1900.

Shipments of anthracite coal are beginning to show up at the Missouri river. There has been a great deal of speculation regarding an alleged manipulation of the freight rates, and without either affirming or denying that there has been some monkey business in regard to rates, it is safe to say that if anything of the kind has been done the disease has affected all roads alike, as the coal arrivals are as equally divided as it is possibly to have them, all lines appear to be bringing in about the same amounts of coal every day. If one road is cutting the rate, all are, and it is a case of what the controversy between the pot and the kettle amounted to.

The dealers here are well provided with coal for this season and one of the reasons why shipments have been retarded this summer, is the fact that storage room is at a premium, and dealers have no space to spare. The railroads which heretofore have allowed coal to remain in cars for days without number, are insisting on having their cars unloaded on arrival, soft coal is the main stay of this market and all room available is being used for this grade, which is a necessity, and must be provided for regardless of all other considerations. Hard coal we can get at any time, or go without it if we have to.

The movement of soft coal so far this season has been very satisfactory to mine owners, and the outlook for the very near future is very encouraging, prices are steady and no complaint is to be heard as to the prices the mines are charging for their product.

Indications all point to a very successful season, already the movement of Western grain and other products, is calling for every ounce of motive power the railroads can furnish, and this insures a clean up at every mine on the several lines, and a profit paying season is in sight.

Steam coal is about the only grade of coal that can be termed plentiful, the use of screenings becomes less every season, gradually the steam engine is giving way to the electric motor, and soon old King Coal will have the satisfaction of knowing that his energy is not being wasted in so great a degree as the past ages have witnessed.

The Kansas City, Mo., correspondent of THE BLACK DIAMOND, thinks he has discovered the reason why Omaha carried over a few tons of hard coal from last season, and tries to prove his theory by referring to the census just completed. Johnny you will have to guess again and be very careful that you do not call the attention of the government officials to the fact that the Kansas City count was made during the time of the Democratic convention. Had it happened at any other time, your little old town would have been declared vacant, and open to preemption under the federal law.

Unfortunately the Omaha count was made at the same time, and it so happened that 40,000 citizens of Omaha attended the political gathering and got counted in the Kansas City population, while other 54,000 were away on their annual pleasure trips. *Omaha is all right.*

Now, if you must know why the Omaha dealers carried over those few tons of coal, I'll tell you, rather than have you waste your time further. Last winter the wind blew from the South for sixty days in succession, and in passing over Kansas City it became vitiated to such an extent that it required all of the ozone in this more northern latitude to equalize the effect of Bolen's lurid advertising trademark. See? Omaha is not accustomed to your balmy atmosphere, and we certainly hope you will have grace enough to keep it away from here.

SAN FRANCISCO, CAL.

SEPTEMBER 1, 1900.

This week there have been five arrivals of coal from Washington with 13,860 tons; four from British Columbia, 12,507 tons; three from Australia, 7,685 tons; two from Oregon, 1,150 tons; total, 35,202 tons. This fully supplies all immediate requirements for the moment, as we have had 106,823 tons delivered within the past three weeks. If we can up this average, there will not be complaints as to fuel supplies, as we will be enabled to put away a reserve in our yards for future winter demand. Prices are steady, as importers are not anxious sellers and feel assured the present quotations will assuredly be sustained. Freight rates from Australia are firm, and coal has been further advanced for early loading; as a matter of fact, some popular grades cannot be had for several months, as the collieries have been largely over-sold. Only outside brands are procurable for loading this year, and they are held at an advance of fully two shillings per ton. Every vessel arriving in Australia now must wait at least sixty days to secure her cargo, and for two or three of the leading brands, fully four months. Coal is at present the commanding article in every market of the world. Assuredly "Coal is King." The present status of the fuel market in England is becoming more than serious; it is alarming, as it is weakening the backbone of the kingdom. When coal must be imported into Great Britain, the blow to manufacturing is a most serious one.

SEATTLE AND TACOMA, WASH.

SEPTEMBER 1, 1900.

Coal is coming forward in a moderate way only, and it is now a fact that Montana is supplying a fair tonnage to Tacoma.

It is reported that the Pacific Coast Co. has acquired the output of the Cedar Mountain Coal Co.'s mines under lease for some years. Nearly all the coal going out of Seattle is in American bottoms.

The outlook for a steady growth in coal mining and prospecting for this mineral is very encouraging as local capitalists realize the great future that awaits this city providing cheap fuel is assured.

COAL SHIPMENTS FROM SEATTLE AND TACOMA, WASH., FOR WEEK ENDING SEPT. 1, 1900.

Name of Vessel.	Port of Destination.	Net tons.
Carrollton.....	Honolulu.....	1,352
Chas. E. Moody.....	Honolulu.....	1,915
Diamond Head.....	Honolulu.....	952
C. F. Sargeant.....	Unknown.....	1,565
S. D. Carleton.....	Honolulu.....	1,788
Fort George.....	Honolulu.....	1,619
May Flint.....	San Francisco.....	3,340
A. J. Fuller.....	San Francisco.....	1,673
Spartan.....	San Francisco.....	1,334
Theobald.....	San Francisco.....	932
Total shipments of coal for July were.....		38,430

ON THE WING.

Mr. W. R. Wood, of Wood & Co., Parker, S. D., was in Chicago this week looking up coal at wholesale.

Mr. James Conklin, Madison, Wis., an old pioneer in the coal trade, was visiting in Chicago this week.

Mr. Cyr, of Cyr Bros., Aurora, and Mr. J. C. Hattendorf of Roselle, Ill. were in Chicago this week calling upon the wholesalers of coal.

The Pittsburg & Baltimore Coal Co. Pittsburg, Pa., has received a contract for 75,000 tons of coal to be sent to England by way of Baltimore.

A cable from Berlin states that on account of the scarcity of coal in Germany, the government may suspend, for a time at least, the duty on coal.

The stockholders of the Monarch Coal and Mining Co., Monmouth, Ill. met there last week and increased the capital stock from \$15,000 to \$30,000.

It is reported that the Chesapeake & Ohio Railroad is negotiating with the street railways of Egypt for large shipments of coal to the port of Alexandria.

It is a matter of current report that Nikola Tesla has discovered a practical method of obtaining electrical energy in commercial quantities, direct from coal.

Mr. S. M. Stanley, the "redoubtable Sam" of Coxe Bros. & Co., Chicago is spending his vacation in New York City and before returning he will visit Coney Island.

A charter was issued by the State Department of Pennsylvania on the 4th instant to the following corporation:—Greenwich Coal & Coke Co., Latrobe capital, \$200,000.

The Commissioners of Lincoln Park, Chicago, ask proposals for 4,300 tons of anthracite and bituminous coal. Bids to be in not later than 3 P. M. Wednesday, Sept. 19, 1900.

A new Illinois corporation is the Grand Cote Coal Mining and Development Co., Chicago; capital stock, \$150,000; incorporators, Nezhiah W. Bliss, Wyllis K. Bliss, and John P. McClurken.

The Inter-Ocean, Chicago, reports that: "A local coal concern at Pensacola, Fla., has closed a contract for 100,000 tons of Alabama coal, to be shipped from that port to Fiume, Austria."

Mr. C. A. Merrill, died on August 23, 1900, at Granville, Ohio, aged 59 years. Mr. Merrill was a traveling sales agent of the Sunday Creek Coal Co. Columbus, and was well known throughout the state.

It appears that Manchester, England, which successfully operates its own gas plants, is now seriously considering the advisability of buying and operating enough coal mines to supply all the coal needed.

Exports of Virginia coal from Norfolk, Va., continue to increase in volume. During September upwards of 100,000 tons will go abroad in about twenty-five chartered steamers now there and to arrive.

Mr. John F. Gottrom, of Gottrom & Cook, Fremont, Ohio, passed through Chicago, September 4, with a party of business men from his city to spend several weeks fishing and hunting in Northern Wisconsin.

Mr. M. H. Taylor, of Erie, Pa., president of the Spring Valley Coal Co. and Mr. S. M. Dalzell, general manager of the company, Chicago, have gone to the State Line, Wis., for a two weeks' fishing and hunting trip.

A cable from London says: "At a meeting of the Liverpool Steamship Owners' Association today it was agreed that the advance in the price of coal necessitated an all around increase in the current rates of freight."

Last Friday, August 31, the coal operators in the Shamokin, Pa., anthracite district issued a statement which in part states: "This district employs 20,000 men and boys. A careful poll of these shows that 75 per cent are averse to any strike. It is surmised that the bituminous operators of the West are supporting the present movement. Will not tolerate Western labor leaders to dictate terms. The operators will not meet the men as a union."

It is reported that the Pennsylvania Railroad Co. has secured estimates of cost of construction of three vessels to transport bituminous coal to foreign countries. Construction will begin as soon as keel room can be had.

Mr. C. K. Pittman, Old Colony building, Chicago, returned on Tuesday from Hyannisport, Mass., where he has been spending a few weeks' vacation. He returns with a deep bronze which can be imparted by sea air only.

The Philadelphia & Reading Coal & Iron Co. announce to the trade that their prices for shipment to the line and city trade during September, will be as per circular No. 30 of July 2d, 1900, and that all unfilled August requisitions will be cancelled.

The Island Coal Co., Monadnock block, Chicago, Mr. A. O. Tandy, manager, is issuing a desirable blotter with celluloid cover on which appears the handsome and elaborate trademark of the firm. Country dealers should write for a few of these.

A St. Louis correspondent writes that Dr. J. L. Perryman, of Lebanon, Ill., has closed a contract with coal operators providing for the beginning of operations next week boring for coal on his land just west of there preliminary to sinking a shaft, if conditions found warrant it.

The Great Western R. R., of England, yielded to the demands the strikers in the Taff Vale branch of their system, and coal mining operations have been resumed, some 50,000 miners having gone to work. The railroad employees struck for an advance of one cent per hour in wages.

Mr. W. H. Truesdale, president of the D. L. & W. Railroad Co., in conversation with the writer was of the opinion that there will not be a strike in the anthracite regions, for the reason that the men are not well enough organized to carry a general strike to a successful conclusion at the present time.

A cablegram from Vienna, Austria, says: "Ten thousand tons of American coal recently landed at Trieste are declared by experts there to be equal in quality and cheapness to Welsh coal, and several experienced coal merchants believe that the Mediterranean offers a large market for the United States product."

Mr. J. W. Skeele, general sales agent the Lehigh Valley Coal Co., New York, with the approval of Mr. Wm. H. Sayre, second vice-president of the company announces: "Mr. Wm. S. Wolle is hereby appointed agent of this Company, at New York, address No. 26 Cortlandt street, succeeding the late Mr. L. R. Barrett."

Col. W. P. Rend, of Chicago, the well known operator of mines in Ohio, West Virginia and elsewhere, is at present in Europe and according to various cablegrams is hopeful of placing a large tonnage of coal in France and Russia. Other coal magnates are also there and some have closed for good sized amounts of coal. No particular trouble is expected in the matter of vessels for the amount of tonnage so far secured.

According to the Sydney (Australia) Herald, the amount of coal shipped from Newcastle for home, intercolonial and foreign consumption for the week ending July 31, was 69,032 tons of 2,240 pounds as against 65,906 tons the previous record. The shipments during the corresponding week of last year were 50,376 tons, showing an increase of 18,656 tons.

Our Seattle, Wash., correspondent says: "It is reported that the Santa Fe Railroad intends to purchase the coal road extending from Stockton, Cal., to the Tesla coal mines in Corral Hollow. In connection with the rumor it is said that a party of Santa Fe officials, including President Ripley, will arrive in a few days from the East to inspect the property."

F. M. Kirk and J. H. Woods, of the Kirk-Woods Coal Co., Cleveland, Ohio, have bought 700 acres of Youghiogheny coal land, near Monongahela City, Pa., paying over \$200,000 for it. The mines will be on the Monongahela branch of the Pennsylvania railroad. Work on the first shaft will be commenced at once and the plant in full operation by December.

The superior quality of W. H. Piper & Co.'s celebrated "Sonman" coal has become so well known in the trade that the demand is such as to compel them to open two more mines on their extensive tract of coal lands. They will open those mines at once and are equipping them with the latest and best machinery made, haulage and hoisting engines, air compresses, etc. The George's Creek strike gave a splendid opportunity to introduce this coal to consumers of the better qualities and the best evidence of its merits as a high grade steam producer is that it stays in.

Mr. J. H. Winder, secretary of the Sunday Creek Coal Co., Columbus, Ohio, in his handsome circular calendar card for September, quotes lump, \$1.40; steam lump, \$1.35; run of mine, \$1.30; domestic nut, 85 cent; steam nut, 75 cents; pea and nut, pea and slack, 60 cents; coarse slack, 40 cents, and fine slack, 25 cents, all f. o. b. mines. Box cars 10 cents per ton additional.

The Stockton (Cal.) Mail says: "Bids have been requested to furnish the machinery for the briquet factory which the Tesla Coal Co. proposes to establish in this city. The machinery is to be very powerful, and at the Globe Iron Works the statement was made today that even San Francisco would find it difficult to fill the contract. Immense pressure is required to make briquets, which are composed of compressed coal dust."

A recent return to the English House of Commons made by the Board of Trade shows the average value of soft coal per ton at the pit's mouth in 1898. These figures are especially instructive, as they represent a year of normal conditions, and before the coal famine developed in Europe. The average prices follow: United Kingdom, 6s. 4½d. (\$1.53); Germany, 7s. 4½d. (\$1.77); France, 9s. (\$2.16); Belgium, 8s. 9½d. (\$2.11); United States, 4s. 5d. (\$1.05).

Shipments of coal from Newport News, Va., to foreign ports for the month of August broke all records there, and it is doubtful if any other port has ever sent out as much coal for use on foreign railroads, in foreign factories and by foreign navies in the same time. There were exported for the month ending August 31, 45,485 tons of New River steam coal, going to all parts of Europe. This was an increase of 23,814 tons over the foreign coal shipments in July.

Mr. E. J. Corbett, Union Trust Building, Detroit, Mich., in his September illustrated circular to the trade, says: "There's no hit or miss business about the coals I handle—always first quality—prompt shipments—right prices. I want your business. I have demonstrated to many others that it is profitable to buy from me—the first order will show you why." The picture shows a man in the costume of a hunter aiming at a bull's-eye, in the center of which is Mr. Corbett's trademark. Dealers should send for one.

The war department is again asking for bids on 30,000 tons of bituminous coal for the Army Transport Service in New York Harbor, for the period between September 15th, 1900, and June 30th, 1901. Coal bid on to be George's Creek Big Vein Cumberland, Pocahontas smokeless or Berwind-White Clearfield or equal. Bids to be in at their office, Whitehall street, New York, by September 15. It will be remembered that all bids put in on this contract when tenders were called for, some months ago, were thrown out.

Mr. A. J. Atwater, general sales agent the Sunday Creek Coal Co., 355 Dearborn street, Chicago, remarked to the writer this week: "Notwithstanding the vast accumulation of coal in and around Chicago, the price of Hocking to the local trade is \$2.85 and well maintained. The outlook is very favorable in view of the fact that the fall trade is commencing rather late and will continue active much later than in previous seasons." [This latter feature is remarked by a number of the large wholesalers and appears to be general.]

There is little doubt that American coal is now assuming a position in the world's markets not dreamed of a year or so ago, and the so-called experts who only a short time ago, demonstrated to their own satisfaction that no profitable business in coal could be built up with any European nation find their calculations have been upset rather vigorously within the past few months. Every week thousands of tons of coal are being shipped from Atlantic ports to Europe and with every prospect of its continuance for some time.

Colonel L. T. Dickason, 355 Dearborn Street, Chicago, informs the writer that the L. T. Dickason Coal Co. has been organized and is operating a mine at Linton, Greene county, Ind., which will supply the gas belt with fuel. The company has 500 acres all underlaid with a fine grade of coal. The mine is conveniently situated on the Southern Indiana R. R., John R. Walsh's road, affording a northern and southern outlet for the coal. The product of this mine is an excellent domestic fuel close allied to Hocking and it is intended to place it on the Chicago market soon.

Mr. S. J. Patterson, Dayton, Ohio, is nothing if not original in his advertising matter. His contribution for September is not only unique, but it is handsomely designed and will attract a good deal of attention wherever seen. On a 4x5 bristol board are drawings of the ends of four planks, arranged in a semicircle, to represent the different ideas of the political parties. Underneath is "Old Glory," entwined with an olive branch, and on each side of it is a modern battleship and a big steam freighter, "sailing o'er the sea." The drawing on the planks represent "Expansion," "16 to 1," "Anti Imperialism" and "Protection," and to be admired and appreciated at their proper worth, must be seen. It is worthy of a handsome frame, as a souvenir of the campaign of 1900.

The Treasury Bureau of Statistics gives the export shipments for the first seven months of this year as follows: Total amount of coal exported from the United States 4,601,755 tons as against 2,375,451 tons for the corresponding period of 1898. Distributed as follows: France, 77,407 tons; Germany, 4,028 tons; British North America, 3,253,803 tons; Mexico, 415,834 tons; Brazil, 38,988 tons; Columbia, 10,643 tons. Other South American ports, 56,184 tons; Asia and Oceania, 1,819 tons; Philippine Islands, 41,068 tons; Hawaiian Islands 21,001 tons; Cuba, 241,712 tons; Porto Rico, 15,313 tons; San Domingo, 3,182 tons; Other countries, 29,116 tons.

Shipments of coal from Newport News to foreign ports for the month of August broke all previous records. The total exports for the month aggregating 45,485 tons of New River coal. This shows an increase of 23,184 over July on export shipments. The Philadelphia Ledger reports the shipments during the past week for export from that port at 16,958 tons, 11,151 tons going to Mediterranean ports. A British steamer will take about 5,000 tons to Nagasaki, Japan; for the British Admiralty, the freight being \$10.50 a ton. Other inquiries have been received during the week from Asiatic ports which may develop into considerable business.

Mr. Hugh Murray, M. E., Nashville, Ill., was in Chicago early in the week, and made a pleasant call at the offices of THE BLACK DIAMOND. Mr. Murray remarked that the Beck-Walker Coal Co., St. Louis, Mo., would be hoisting coal from their new mine at Summit, St. Clair county, Ill., within the next week. The mine is equipped in first-class shape, all modern improvements, shaker screens, etc., and will have a capacity of 1,500 tons daily when fully developed. The whole operation of sinking the shaft and construction has been under the management and after the plans of Mr. Murray, who is well known as a thoroughly competent mining expert.

The J. B. Sanborn Co., Chicago and Philadelphia, are making delivery of the September, 1900, edition of the Coal Dealers Blue Book. This edition, the twenty-eighth is of special interest to the trade on account of the radical change made in the method of indicating railroads from numbers to initials. This necessitates a practical resetting of head lines of the entire book. The present arrangement makes the list not only a perfect credit, but shipping guide as well, as shows at a glance the railroads reaching every point. The new towns throughout the northwest on the recently built lines of railroads have also been included, bringing the shipper in touch with this valuable new trade without going to the expense of personal investigation. The company report an advance demand for the work of more volume than for any previous edition.

Mr. Wm. L. Sweet, general sales agent of the Clearfield Bituminous Coal Corporation, Stephen Girard Building, Philadelphia, which has large mines in Pennsylvania, is reported as saying: "We regard hopefully the possibilities of opening up an extensive coal export business to Europe. We have done no exporting ourselves and do not anticipate such action in the near future, but we have received, however, inquiries for coal from Germany, France, Italy and Egypt. These inquiries come from coal dealers, who supply the product for manufacturing and domestic purposes. While we are not exporting coal ourselves, we are selling our product to brokers and exporters, as it would require a great deal of capital to engage directly in the export trade. A large organization would be required and there would be a risk in collecting money."

According to the Chicago Tribune: "Miss Mary Smith, daughter of Robert Smith, a coal mine owner near Belleville, Ill., was married last week to Mr. Willis V. Hill of Scranton, Pa., a graduate of the University of Pennsylvania. There is a unique story in connection with this marriage. Mr. Hill spent his vacation at Belleville, met Miss Smith socially and in a few weeks was accepted as her affianced husband. Her father objected, as one of his miners had been paying attention to the young lady, and he rather favored a man who could support her if thrown on his own resources. Mr. Hill was told of the objection and proposed a week's coal digging match with the favored suitor. The match was arranged and young Hill, though an athlete, trained two weeks for eight hours a day. The first day of the actual contest Andrews came out two carloads of coal ahead, and at the end of the second day was three loads ahead. But Hill knew some things that Andrews did not, and reserved his strength. When Andrews got four carloads ahead he considered himself already the winner, and looked into the cup in celebration of his victory. This is what Hill had been waiting for and he spurted ahead, coming out victorious on the sixth day by a narrow margin, but nevertheless the victor. Mr. and Mrs. Hill are now in the East on their honeymoon, and Robert Smith's aversion to Hill has changed to enthusiasm over the young man's grit."

J. C. LaBelle, of Denver, Colo., manager of the LaBelle Coal Co., has concluded the purchase of an eighty-acre tract adjoining the company's mine west of Trinidad. Development will commence at once.

GREAT INCREASE IN EXPORTS OF AMERICAN COAL.

Exports of coal from the United States during the year 1900 are likely to reach \$20,000,000 in value, against \$10,000,000 in 1896, and \$6,000,000 in 1900. The figures of the Treasury Bureau of Statistics show that the exports of coal from the United States during the seven months ending with July, 1900, are 50 per cent in excess of those during the corresponding months of last year and double those of the corresponding months of 1898. In the seven months ending with July 1898 the exports of coal from the United States were 2,375,451 tons; in the same months of 1899 they were 3,006,082 tons, and in the corresponding months of 1900 they were 4,601,755 tons. During the period from 1892 to 1900 the exportation of coal from the United States has quadrupled, but the principal growth has been in the years 1898, 1899 and 1900. While the growth is observable in the exports to all parts of the world, it is especially marked with reference to our exports to the American countries. To British North America, the exports in the seven months of 1898 were 1,788,398 tons and in the seven months of 1900, 3,253,803 tons. To Mexico, the exports in the seven months of 1898 were 243,938 tons, and in the corresponding months of 1900, 415,834 tons. To Cuba the exports have more than doubled, being in the seven months of 1898, 114,655 tons, and in the seven months of 1900, 241,712 tons; while to Porto Rico the exports increased from 2,621 tons in the seven months of 1898 to 15,313 tons in seven months of 1900. To the Hawaiian Islands, the exports of the seven months of 1899 were 10,381 tons and in the corresponding months of 1900, 21,001 tons, thus more than doubling in a single year. To the Philippine Islands the exports in the seven months of 1898 were 4,810 tons, and in the seven months of 1900, 41,068 tons, or eight times as much in 1900 as in 1898.

The experiments with American coal which the Europeans have made within the last two or three years seem to have proved successful, as the exports to Europe, which in the seven months of 1898 amounted to only 4,500 tons, were in the corresponding months of 1900, 278,572 tons. Of this, 187 tons went to the United Kingdom, 4,028 tons to Germany, 77,407 tons to France and 196,950 to other European countries.

RECKLESS CONSUMPTION OF COAL.

Addressing the University Extension students of Cambridge the other day, Mr. Arthur J. Balfour, the scholarly First Lord of the Treasury, raised the point that though science had accomplished so many marvels in the century about to close, it was still making a recklessly uneconomical use of coal and was hardly less content than in the days of Watt to draw upon a limited source of power, the approaching exhaustion of which modern industrial progress is doing so much to hasten. "Let a second Watt arise," said Mr. Balfour, "let him bring into general use some mode of extracting energy from fuel which shall only waste 80 per cent of it, and lo! your coal fields, as sources of power, are doubled at once. The hope seems a modest one, but it is not yet fulfilled, and therefore it is that we must qualify the satisfaction with which, at the end of the century, we contemplate the unbroken course of its industrial triumphs. We have, in truth, been little better than brilliant spendthrifts." Mr. Balfour seems to have assumed that since well-made steam engines turn into available power about ten per cent of the solar energy stored in coal, the waste incidental to their use is only 90 per cent. In reality it is much larger. Between the engine and actual work there is always at least one machine more or less complicated, and in this, as in the incidental belt or shafting, there is a further and enormous loss of power. According to one recent computation the average percentage of coal energy practically utilized is .005, and in the production of light, owing to the development of worse than useless heat, the loss is vastly greater than even this. Truly, the British statesman did well to reproach the scientists and inventors for their inexplicable neglect of a problem that has been clamoring for solution for a century and which, if left unsolved, is extremely likely to make desperate trouble for generations not very remote.

ANTHRACITE OUTPUT.

The production of anthracite coal in the first six months of this year is about one million eight hundred thousands tons greater than in the same period in 1899. There has been an increase in every month this year, and the total production to the end of June was as follows, by months:

Month.	Tons 1899.	Tons 1900.
January.....	3,761,766	4,445,000
February.....	2,810,450	3,198,000
March.....	3,416,711	4,136,000
April.....	3,078,088	3,273,811
May.....	3,557,693	3,800,751
Totals.....	16,624,708	17,863,571
June.....	4,073,364	4,608,895
Totals.....	20,698,072	22,472,466

The increased production in June over that month in 1899 was 536,531 tons, and the increase for six months was 1,774,399 tons.

Utah has plenty of excellent coal lands and Senator W. A. Clark is figuring on buying some in connection with his operation of the new railroad from Los Angeles to Salt Lake City.

J. M. Laws, of Lewistown, Ill., and a coal operator with mines at Breeds is utterly opposed to any interference from his miners with regard to the price at which he sells his product. A large tonnage of his coal is handled in Canton, Ill., by E. G. Taylor who has been enabled to take a large amount of business. Miners have waited upon Mr. Laws and insist that he raise the selling price of coal. As he pays the union scale of wages, he thinks the men are going a trifle too far when they want to fix the selling price of his coal.

THE SITUATION IN THE ANTHRACITE COAL FIELDS.

More than ordinary interest is centered in the possibility of a strike of the anthracite coal miners in Pennsylvania. At a conference held in Hazleton last week certain demands were made, one of paramount importance—that the operators should meet them in joint convention, and that if they did not, a strike would be declared on September 8, 1900. It appears that the Delaware & Hudson Co. has made some concession, and that the union of the Delaware, Lackawanna & Western miners which is outside and entirely independent of the United Mine Workers of America, has made certain demands which will be considered in due course by the proper officials. These will inevitably cause hitch or friction. There are some 142,000 miners and other workers in the anthracite region who would be called upon to come out in the event of a strike being declared. The question is, how many of these would respond, as so many of the miners and other workers are utterly opposed to any strike and have declared against one? It is evident that with the prevailing conditions, as shown in the foregoing, a strike would fall flat and last but a very short time. This is just a bare presentation of the facts and is entirely devoid of sentiment either way. The outcome will be watched with much interest by the trade at large throughout the country.

NOTES AND OPINIONS OF THE IMPENDING STRIKE.

The action taken by the Delaware, Lackawanna and Western miners in forming a union and presenting demands to the company should have an important bearing on the threatened general strike. This, together with the concessions said to have been granted by the Delaware & Hudson Co., will certainly put the united mine workers in an awkward position.

It has been frequently said that the big companies have no objection to their own employes forming unions, but they do not want outsiders to interfere. An official of one of the producing firms says: "I think company unions would lead to a better understanding all around and to a satisfactory adjustment of the difficulties existing. We are doing all we can to prevent a strike and will do so if the miners will but listen to reason and not be guided by hot-headed agitators. I think if a vote was taken 80 per cent of the miners would oppose the strike."

A Wilkesbarre paper says: "It is announced by leading miners at Plymouth today that on Tuesday the Delaware & Hudson Coal Co. will post notices at its collieries there, announcing a reduction in the price of powder from \$2.75 to \$1.50 a keg."

The Shamokin district employs 20,000 men and boys and embraces territory from Lykens, in Dauphin county, to Shamokin, in Northumberland county, and to Ashland, in Schuylkill county. Since the present strike talk, owing to operators and representatives of coal companies not meeting representatives of the United Mine Workers at Hazleton, a careful poll of the Shamokin district men shows that 75 per cent of them are averse to obeying orders to go out.

ENGLISH COAL MARKET.

Coal remains very firm, with little or no evidence of that reaction for which consumers have been so anxiously waiting, says Syren and Shippey of London, Eng., August 22. In Scotland, the wages question has been practically settled for another year, and as consumers have been buying from hand to mouth, and thereby allowed their stocks to run out, coal masters find no difficulty in getting rid of their output or of maintaining prices. The export demand continues very strong, especially for nuts and dross. Ell coal is in improving request, while splint is also rather firmer than it was. There is an exceptionally active demand for Scotch Ell coal for German ports and other shipping centers in the Baltic, consumers being somewhat regardless of price, so long as they can secure supplies. Ell coal has been contracted for, September shipment, at 16s. 9d. f. o. b. Glasgow. This is a stiff price to pay. House coal is in increasing request, and has been advanced two shillings per wagon to householders. The public works are buying for immediate requirements only. The railway companies have likewise been buying from hand to mouth, but one large corporation, evidently impressed by the remarks made by the chairman of various English railway companies, is reported to have contracted for something like 50,000 tons round about 14s. per ton. The possibility of American coal being exported to this country has been freely discussed recently. It was reported that a shipping firm had inquiries for tonnage to export 1,000,000 tons of American coal to France over the next eighteen months. At Newcastle the tone is firm, but there is a great difficulty about securing prompt steamers, which may, if not relieved, lead to fuller supplies and easier prices. The Cardiff coal trade was greatly interfered with by the holidays. A number of German boats were in the port. Steam coal was scarce and firm.

SOME DIVIDENDS PAID BY ENGLISH COAL COMPANIES.

"In view of the coal trade boom, the following colliery company dividends, recently announced, will not prove uninteresting," says Syren & Shipping, of London, England. "Wigan Coal & Iron Co., 10 per cent interim; New Sharlston, 10s. per share interim to the preference shareholders; Locket's Merthyr, at the rate of 6 per cent on preference, 10 per cent on ordinary, and redeem £17,500 debentures; D. Davis & Son, limited, 6 per cent on preference and 10 per cent on ordinary; Fife Coal Co., at the rate of 50 per cent. On August 10, 1899, the interim dividend paid by this company was at the rate of 20 per cent, and for the second half, 30 per cent."

ASSOCIATION NOTES.

Mid-State Wholesale and Retail Coal Dealers' Association.....405

NEW MEMBERS.

M. FUNKHOUSER, Plattsburg, Mo.	ALEXANDER LUMBER CO., Leonardville, Kan.
MINER & FREES, Ridgeway, Mo.	MINER & FREES, Bethany, Mo.
MINER & FREES, King City, Mo.	G. F. TROWER, Garber, Okla. Ter.
A. O. MASON, Grant City, Mo.	FLEMING & ADAMS, Summerfield, Kan.
F. S. FORNEY, Lyons, Kan.	J. L. MCCLANAHAN, Kirksville, Mo.
R. M. WILLIAMS & SON, Marshall, Mo.	J. M. HUSS & SON, Marshall, Mo.
H. J. DIFFENBAUGH, Washington, Kan.	R. L. RICHOLSON & SONS, Lucas, Kan.
BLACK DIAMOND COAL MINES, Osage City, Kan.	A. D. CROOKS, Vermillions, Kan.
	16
Total	421

The Michigan and Indiana Retail Coal Association.....	404
Coal Dealers' Association of Iowa and Nebraska.....	671
Wholesale and Retail Coal Dealers' Association of Ohio.....	755
Retail Coal Dealers' Association of Illinois and Wisconsin.....	760

NEW PROCESS OF COKE MANUFACTURE.

The Times, Scranton, Pa., publishes the following in regard to a newly patented process for the manufacture of coke from the finest coal dust—anthracite, bituminous and lignite: "Charles T. Hesser and William Richmond, of this city, have invented a new process coke which promises to become a famous fuel and one which promises cheap fires for manufacturers and steam motive power, as well as a fortune for the patentees. The invention has come as a result of study for years by an engineer and chemist."

"The new fuel is made from the coal dust which can be had in untold quantities almost for the asking in this section of the country. It is made from anthracite and bituminous dust."

Coke is indispensable in smelting and refining metals, steel and iron manufacture, and in all cases where the absence of smoke is required. Its field heretofore has been somewhat limited, owing to its high price, being \$4.50 a ton at tide water, fifty-cents higher than anthracite. In the United States at the present time coke is controlled by a monopoly, the Connellsville Coke Co., of which H. C. Frick is president. This plant yields 20,000 or 30,000 tons of coke a day.

"The new coke is said to be superior to that. It is firm, porous, strong, smokeless. It is to be made in bricks of any size, thus making it a convenient article to ship to the market. Being in brick, it is especially adapted to ships. Many more tons of this coke can be stored in the bunkers of a ship than of anthracite or bituminous. There is no waste of room whatever with the new coke."

"Another feature is that this coke can be manufactured from lignites which can be found all over the world and which heretofore have been regarded as useless. The new system can produce in 12 or 24 hours what the Frick process requires 72 hours to do."

"It is estimated that the cost of a ton would be about 53 cents. A plant capable of producing 100 tons a day would cost \$30,000, and the cost of operation is figured per 100 tons as follows:

Interest on cost of plant, 5 per cent.....	\$ 5 00
Charging and discharging raw material.....	20 00
Crushing and screening.....	5 00
Incidentals and repairs.....	5 00
Office and superintendence.....	8 00
Depreciation.....	20 00
Total.....	\$53 00

"The patentees estimate that it can be sold at a profit of from one dollar to two dollars per ton. They estimate that a plant producing 1,000 tons a day would net a profit of \$257,600 per annum."

"The coke can be manufactured from the very finest coal dust, the finer the better, which can be purchased at from 15 to 20 cents per ton."

"A number of ovens will soon be built and the manufacture of the coke begun. A number of local capitalists have manifested an interest in the patent."

A BRITISH VIEW OF THE COAL QUESTION.

It seems to be generally supposed, and the belief finds frequent expression in the papers, that American coal for steam, manufacturing, and household purposes will be imported into this country in large quantities should prices here advance any further, and that it is this consideration which prevents our coal owners from demanding higher than current rates. Those who write in this strain do not realize the true nature of the situation. If the United States was a free trade country we should have been receiving its coal largely for some time; but being a protectionist country, levying heavy duties on its imports, it shuts out trade from this side by cargo-steamers, with the result that vessels have to proceed westward in ballast and practically to charge double freight on their homeward employment. This is principally why coal cannot be sent here at a profit from the states, even at the exceptionally high prices now ruling. If boats were able to get cargoes outwards, they could afford to accept lower freights homeward than they now have to hold out for; and coal owners in the states could see their way to ship largely to this country. Those coal proprietors have at present another difficulty to face. They have no settled market in which to find tonnage, because steamers are mostly fixed for homeward employment before they leave here or before they arrive out.—Fair Play, London.

PIONEER COAL MINERS.

In 1784 a grant was obtained from the Penns "to dig for coal as far in as the perpendicular line falling from the summit of the hill on the southside." The sum of £30 a lot was paid for this privilege, and there is an old tradition that the coal was tied up in rawhides and rolled down the hill to the river bank. The coal for the Shiras brewery, which was erected near the Point about 1795, was obtained from a point now in the Thirteenth ward (Minersville), and was supplied by one Mossman, who had opened a pit there. When General O'Hara and Major Isaac Craig opened their glass works in 1797 a Mr. Eichbaum was taken to a point on Coal Hill, now Mount Washington, to make an examination of the coal there, which it was proposed to use in the glass furnace. A pit was soon opened at this point and the coal was hauled down the hill on a crude sled car, about fifteen bushels making a load.

Lieutenant Britwell Robbins, the grandfather of William Robbins, the well-known river coal operator and the great-grandfather of Congressman E. E. Robbins, of Westmoreland county, settled at Robbins station, on the Yough, in 1796. The same year he erected a mill at this place, and opened a coal mine in the hill nearby, and commenced using coal for domestic purposes. While there are records of the use of coal at other points in Western Pennsylvania in those early days, yet there seems to be but little authentic information on the subject. At an early date George Washington became a large landholder of the valuable coal lands now embraced in the Connellsville region, but had he and the pioneer users of the fuel in this section been told of the proportions which the industry was destined to reach in a little more than a century they would have certainly considered it a most visionary fable rather than a true portrayal of the marvels wrought by science and industry here in the upper Ohio Valley.

The first cargo of coal ever shipped from Pittsburgh was a cargo carried by the Louisiana to Philadelphia by river and ocean in 1803. It was not, however, until 1817 when the old flat boating days were still in their glory that the days of coal-floating really began. Thomas Jones, who owned a pit on the Southside, opposite the point, sent the flat-boats laden with coal down the Ohio in that year. Louis Sweeney also engaged in this branch of the coal trade about this time.

Two years later the first coal was brought down the Monongahela. The departures of these coal boats were the occasions for great activities about the wharves for they held six or seven hundred bushels and required many men to handle them. The boats were lashed together in parts, and they departed in fleets much after the manner in vogue today, a favorable stage of water being the signal for their departure. This primitive system continued until 1845 when Daniel Bushnell began the experiment of towing coal with a small stern wheel steamboat called the Walter Forward. But even under this primitive method of transportation the coal trade of this city continued to increase, and coal lands hereabouts increased in value, the result being the present greatness of the industry.

The first record of the manufacture and use of coke in Western Pennsylvania dates back to the year 1817, when the first rolling mill west of the Alleghenies was put in operation at Plumsock, in Fayette county, and coke was used in the refinery, this, too, being the first recorded use of coke in this country. At that time the product was burned in open ricks, built on the ground, and the industry was far from a success. In 1842 the first cargo was flat-boated to Cincinnati, where the foundrymen called it cinders, and refused to attempt its use. Such were the infantile vicissitudes of a branch of the coal industry now as indispensable as it is gigantic, and which has showered untold wealth upon scores of industrial magnates of this section and played a most important part in placing this city at the head of the iron and steel manufacturing industry of the world.

PLENTY OF COAL IN THE EARTH.

The discovery of immense coal fields in the Umvoti territory in South Africa, will help to relieve the minds of those present dwellers on the planet who have suffered from the apprehension that the coal supply will give out within the next thousand years. The fact is, long before even the coal mines of England became exhausted, a means of utilizing the sun's rays as well as the endless supply of electricity, is likely to be perfected.

There are immense beds of coal in the Arctic and doubtless also in the Antarctic regions, showing that they, too, have had their day of a hot and humid atmosphere and rank vegetation. There are similar beds in the Philippine Islands, both anthracite and bituminous, in many smaller islands of the South Pacific, in Japan and China; and, in short, in nearly every part of the earth above sea water, and all that is needed to render it most useful to man in general, including the warming of the multitude of poor in winter, is the mining of it by men of conscience as well as enterprise, who will be satisfied with a fair profit on their investment; and, if such cannot be found, by the condemnation of the coal lands by the government and their working in the interests of the people.—Tribune, N. Y.

AN IMPORTANT RAILROAD EXTENSION.

Announcement has been made that the Burlington's new line between Alliance, Neb., and Brush, Colo., will be formerly opened to general traffic September 15. The new branch is 149.69 miles long, and is laid with 85-pound steel rails. It will make a short route between Denver and the rich mining districts of South Dakota and Montana.

The new line connects with the system's Guernsey extension at Northport, Neb., and practically opens up a new transcontinental railway between Colorado and points in Montana, Washington and the North Pacific Coast. Under existing conditions the Burlington's traffic between Denver and the Black Hills must be handled by way of Lincoln. The new cut-off will reduce the present distance 673 miles. A passenger will be able to leave Deadwood in the morning and reach Denver the same night.

The new line will be of marked importance to the coal, lumber and shingle interests of the Puget Sound district, as it will open up a new market. This trade is now to a great extent shut off from the Colorado markets because of the long coal haul.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Donellan & Rasger is a new firm of retail coal dealers at Atchison, Kan.

C. H. Gale has purchased the coal business of Anton Bohac, Elm Creek, Nebraska.

Charles Shetterly, Ann Arbor, Mich., has sold out his coal business to George W. Weeks.

The contract to furnish the city schools of Belleville, Ill., with coal for the ensuing year, has been awarded to James Taylor at \$4.85 per 100 bushels.

The Neenah & Menasha Coal Co. will furnish the city of Menasha with anthracite coal at the rate of \$6 per ton, which is pretty cheap coal for that town.

The retail business at Deans & Williams, Owensboro, Ky., has been bought out by the new firm, Deanefield Coal Co., and it will hereafter be conducted by them. Boyd Murchison is the manager of the retail business.

The Garfield & Procter Coal Co., have been awarded the contract to furnish the Cambridge (Mass.) Water Works with consolidation George's Creek coal and the winning figure was \$4.35 delivered, via Fitchburg railroad. The other bids were as follows: Richardson & Bacon, Consolidation, \$4.50; George's Creek Coal & Iron Co., \$4.55; David Sturtevant, George's Creek, \$4.70; Merchants, \$4.35; all via F. R. R. The bids for delivery by train are as follows: Baker-Hunnewell Co., \$4.14; Coleman Bros., B. S. & W., \$4.43; Wellington Wild Coal Co., Big Vein, \$4.23.

The coal advertiser who keeps his business prominently before the people and asks persistently and often for their trade is the one who will get the most business, says the Coal Man's Advertising Assister, Chicago. The man who is nearly as energetic will get the business that is left; and the one who stands around on the edge, with his hands in his pockets, may very reasonably and justly expect to get very little, and in course of time it will dwindle down to nothing. Advertising reduced to its lowest terms, is merely asking people for their trade. That's all there is of it. A coal man wants business, and all he can get of it on a profitable basis. If he handles good coal and understands and conducts his business properly, it is only a question of asking enough people and asking them often enough. The man who has solved the problem of asking every one interested within reach often enough in convincing language, is a rarity, and he is also a man who knows how to advertise and appreciates the worth of persistent publicity.

NEW FUEL IN LONDON, ENG.

A new fuel, a substitute for coal, has lately been exhibited and for sale in London. It is called "pyrojim," from pyr, the Greek for fire, and the name of its inventor, Captain Jameson, whence the "jim." Destined to counteract the possible "coal famine," it is made of the contents of the dust-bin.

London's ashes, dust, floor sweepings, cabbage stalks and other refuse generally have up to now been carted to "destructors," where the whole assortment is burned and generates a little electricity. But "pyrojim" is going to change all that. Instead of being destroyed, the ashes, dust, floor sweepings, etc., are going to be ground together and mixed with oil and charcoal, and then molded into nice black bricks, called "pyrojim." To reassure the fastidious it should be stated that there is no fear of finding in these bricks rats' tails or deceased black beetles. All such redundancies are removed during a process of sorting that is a part of the "pyrojim" manufacture.

It is the object of the gentlemen who have taken "pyrojim" under their wing to build large "converters," "convert" the refuse into "pyrojim" and then sell it for 15 shillings a ton or whatever it will fetch. As the cost of grinding, sorting, oiling, charcoaling and molding works out at 7s. 6d, the ton they flatter themselves there is "money" in it. The new fuel, which is claimed to promise a revolution in the coal trade, is said to be of a bright flame and almost smokeless.

PULVERIZED COAL TO PREVENT SMOKE.

It is stated that pulverized or powdered coal when properly fed into the combustion chamber of a furnace, underneath boilers, will not only prevent smoke, soot and cinders, but will also maintain a steady and uniform steam pressure. It is reported that Norton Bros., Maywood, near Chicago, have tested the device by which the pulverized coal is forced into the fire. It appears that a blast is used for this purpose and immediately the great heat in the furnace converts the powdered fuel into gas. It is also said that the Illinois Central Railroad is about to make a test of the appliance at its shops by equipping a stationary engine with the device. If the results are satisfactory, it is said the railroad will equip its suburban engines with the apparatus. It also appears that tests are to be made in several large office buildings in the business district in Chicago, and if the claims are substantiated, the city will exert its authority and demand compliance with the smoke ordinance. As it is also claimed that any ordinary grade of steam coal can be used after pulverization, its use cannot benefit one kind of coal to the disadvantage of another.

A San Francisco, Cal., correspondent writes: "Fully as extensive and as valuable coal fields have been reported found on the Rio Fuerte, above Topolobambo Bay, the port of disastrous history. The mines are only fifteen miles from the bay, which is a harbor of rare excellence. The coal is bituminous and of good quality. It has been tested on coast steamers and has been pronounced available for coking, which, if true, would mean much for the copper-smelting industry of Arizona and Sonora. All the coke now used in the southwest is from Trinidad, Col., or from Great Britain."

WESTERN COAL AND COKE NOTES.

Twelve miles south of Monroe, Mo., Geo. W. Green is developing the coal on his farm. The six-foot seam is near the surface and easily worked.

The miners at Red Lodge, Mont., are now supplying part of the bunker coal at Tacoma, Wash.

The miners at Leavenworth, Kan., struck last week for a 14 cent advance, 6 cents to 90 cents a ton.

D. G. Slaughter has discovered a 3½-foot seam of coal on his farm at a depth of 134 feet, near Vassar, Mich. Further tests are to be made.

C. S. Rex & Son, Creston, Iowa, who owned and operated mines have been awarded state contracts, which call for 14,000 tons of coal.

The Whitebreast Fuel Co., The Rookery, Chicago, operating mines in Illinois and Iowa, has a state contract to supply coal to the Fort Madison penitentiary.

The shaft has been sunk to the 4½-foot seam of coal, near the C. B. & Q. tracks, Ottumwa, Iowa, by the Frederick Coal & Mining Co. Coal will soon be hoisted.

A new Missouri corporation is the Illinois Block Coal Co., St. Louis. Capital, \$3,000. Incorporators, Edward McDermott, Jacob Lippe, Henry C. Trier, Meyer J. Lippe.

The Caldwell Coal Co., Hamilton, Mo., wants about 75 to 100 more good miners, the mine is operated on the long-wall system. Good wages and full time are promised.

The topworks of the Royal coal mine, near Exline, Iowa, were burned down last week. It will be rebuilt at once by the owners, Robert McClellan & Co., Omaha, Neb.

The Grande Ronde river coal measures near Lewiston, Idaho, are soon to be developed and \$4,000 will be spent by the owners. A Lewiston company with Portland capital.

The Nehalem coal fields, near Portland, Oregon, are to be further investigated. The coal on the lower bay is superior to that of the upper as it does not disintegrate by exposure, contains little or no sulphur, is high in fixed carbon and low in moisture and ash.

The Midland Coal Co. has 1,100 acres of coal seven miles north of Linton, Greene county, Ind., and is sinking a shaft to the six-foot vein. The four-foot vein may be developed later.

I. P. Cumisky, a mining expert of New Whatcom, Wash., reports that the coal being mined near Fairhaven is an excellent steam fuel, having been tested on a steamboat. O. B. Williams of Spokane and others are interested.

G. L. Clare has been appointed superintendent of the operations of the Lehigh Coal & Coke Co., at Superior, Wis. Capt. L. R. Doty, president of the company, was there last week looking after certain improvements being made at their docks.

Two new Indiana corporations are the Green Hill Coal & Mining Co., Sullivan. Capital stock, \$50,000. L. V. Clements, Henry Barnes, V. E. Barnes; and the Union Coal & Coke Co., Indianapolis. Capital stock, \$25,000. George M. Halm, William A. Applegate, Anthony S. Cost.

John F. Greenawalt, Florence, Colo., has received the analysis of the 14-foot seam of anthracite coal at Hayden, Routt county, that state. The analysis shows 90.6 per cent fixed carbon, 2.4 per cent gas, 4 per cent water and 3 per cent ash, which proves it is nearly equal to Pennsylvania anthracite.

The News, Salt Lake City, Utah, says: "The offer of the Pleasant Valley Coal Co. to settle \$500 upon the heirs of every person who was killed in the Scofield explosion, has been accepted by most of the heirs, and it is thought that the matter will thus settle amicably the differences between the sufferers of the disaster and the company. Upwards of \$100,000 has already been paid out to heirs."

The Terre Haute (Ind.) Gazette says: "The Woodlawn Valley Mining Co., of which County Treasurer J. L. Walsh is president, has opened a coal mine at St. Mary's. James A. Erwin is manager of the company. The product is a fine grade of bituminous coal. The vein is four feet and nine inches and is perfectly dry. The shaft is 70 feet and when all of the new machinery is adjusted the mine will have a capacity of 150 tons daily."

The Knappa Coal Co., Astoria, Ore., which has been incorporated, has 6,500 acres of coal and oil land and will at once commence to develop the property. The officers of the company are: president, F. P. Kendall; vice-president, B. Van Dusen; secretary, H. T. Findlay; treasurer, J. N. Griffin; trustee, F. R. Stokes. The land is on the A. & C. R. R., and close to the water's edge, where it can be delivered to an unlimited market.

Delaware, Lackawanna & Western Railroad Co.

MINES AND CARRIES TO MARKET

SCRANTON COAL

S. C. SCHENCK, Agent.

Shipments "All Rail," and from yards and docks at Chicago and Toledo.

When you buy "Scranton"
be sure you get the genuine
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The St. Louis and
Big Muddy Coal Co.

PRINCIPAL OFFICE:

CARBONDALE, ILL.



MINES NEAR

CARTERVILLE,
Williamson County,
ILL.

CAPACITY

2,500
TONS
DAILY.

HURRICANE
COAL

SOLE

PROPRIETORS
HURRICANE
COAL.

TRADE MARK.

A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

A new Pennsylvania corporation is the Virginia Anthracite & Development Co., of Peckville; capital \$1,000,000.

It is stated that the Pittsburg coal seam in Washington and Greene counties, Pa., is less than four feet thick by actual drilling tests.

The Jeffersonian of Cambridge, Ohio, says: "The Old Orchard Co. has conveyed all its retail estate in this county to the Morris & Guild Co."

There is every probability that the vein of coal found on the farm of O. Newman, Keuka, near Homer, N. Y., will be developed. It is only fifteen feet from the surface.

The coal company that took the options on the coal of quite a number of farms between Adena and Harrisville, near Toronto, O., at \$30 per acre, is now wanting the option reduced to \$24 per acre in order to close the deal.

Last week the Pennsylvania Coal Co., Pittston, Pa., announced that the miners will hereafter work but ten hours per day, and that all the mines throughout this end of the state will resume operations at once. The change will affect 15,000 men.

The Enterprise Coal Co., at Casselman, near Meyersdale, Pa., is composed of Charles Thomas and Charles Williams of Meyersdale and Baltimore parties. Both Messrs. Thomas and Williams are on the ground pushing the opening of the new mines.

The Hillside Coal & Iron Co., Wilkesbarre, Pa., for use in hoisting coal in its No. 2 workings at Forest City has purchased a twenty-two ton motor, doing away with a number of mules. A twenty ton motor has been used and the new motor will take its place.

An immense new coal field at Irwin, Pa., is about to be developed. This is all underlaid with the best gas coal in the state. Work has already commenced and will be pushed and the B. & O. and Pennsylvania R. Rs. are building extensions to tap the new district.

Frank Harris, one of the most prominent men in South Plainfield, Pa., a member of the coal firm of Ten Eyck & Harris, and for years agent for the Lehigh Valley Railroad at South Plainfield, died last week of typhoid fever, after a short illness. He was born near Trenton, and was the son of Benjamin Harris, a well-known man of that vicinity.

Some coal land lying two and a quarter miles north of Canton, Ohio, has been leased for over a year. A five-foot seam of coal of good quality is only seventy feet from the surface. The land is owned by George W. Hildenbrand and Martin Fierstos, and a Mr. Vanderhost of Chicago, is the lessee. Development proceedings may be expected at any time now.

The Pittsburg (Pa.) Leader says: "Another big coal deal has just been closed by John Kerr, of this place. He has sold a tract of over 30,000 acres of coal lands in the northern part of Greene county to J. V. Thompson, the millionaire banker and coal man of Uniontown. The consideration amounts to \$750,000. The coal sold is the Pittsburg vein, which is from six to eight feet deep. Mr. Thompson, the purchaser, now has 150,000 acres of coal in his possession."

It is stated that the Juniata Coal Co., Washington, Pa., has a corps of engineers at work surveying the route of a proposed railroad from Millsboro via Clarksville to Beallsville. The line will tap the coal field of Deemston borough and West Bethlehem township and will probably become a part of a general system of short coal roads constructed to open the immense coal territory recently purchased by operators and speculators.

In regard to the large investment being made in Pennsylvania and West Virginia coal lands by New York capitalists, a member of the Berwind-White Coal & Mining Co., is reported as saying: "It is true that I am purchasing coal mines from time to time as the growth of our business warrants it. My belief is that there will be a great future for American coal in Europe. I think American coal will always be a factor in the European markets. I believe that in the Mediterranean ports the American shippers can offer coal cheaper than the English shippers, even if the price of English coal should be reduced. The chief difficulty at present is to secure transportation for coal from this country to Europe. This is due in part to the withdrawal of many ships by the English and other European governments for the transportation of troops."

The annual return of the coal exported from each port in the United Kingdom has just been issued, and shows that the amount exported in 1899 was 41,180,300 tons, an increase of 6,121,870 over the previous year. The total quantity shipped from the ports of the United Kingdom for use on foreign vessels during 1899 was 12,226,801, against 11,264,204 in 1898.



NEILSON

RED-ASH COAL

Will satisfy the most particular customer you have.

IF YOU WANT THE

BEST RED-ASH COAL MINED

ORDER NEILSON IT IS PURE COAL.

DICKSON & EDDY

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DAVIS COAL AND COKE COMPANY,

1 Broadway, NEW YORK.

SOLE AGENTS FOR
ELK GARDEN

BIG VEIN CUMBERLAND COAL

MINERS AND SHIPPERS OF THE

Davis Locomotive, Steam and Smithing Coals.

High in Carbon.
Low in Sulphur and Ash.

DAVIS COKE For Ore Smelters, Foundries and Family Use.

Capacity of Mines, 5,000 tons coal daily. Capacity of Ovens, 600 tons coke daily.

Shipments to all points accessible by rail or water. Address orders for Western shipments to 1310 Old Colony Bldg., Chicago.

SMITHING COAL AND CRUSHED COKE A SPECIALTY.

J. S. JONES Prest.

H. C. ADAMS Vice Prest.

D. W. HEATH Treas.

C. W. ADAMS, Secy.

THE JONES & ADAMS CO.

General Offices 355 Dearborn St., Chicago, Ill.

MINERS AND SHIPPERS BY RAIL AND LAKE.

COAL AND COKE.

DISTRIBUTING DOCKS, ASHLAND AND MANITOWOC, WIS.

AGENCIES: St. Paul and Minneapolis, Minn.; Ashland and Manitowoc, Wis.;
Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

At Clifton, W. Va., Williams & Williams, Ohio coal operators, have purchased the Beech Hill coal mines and will ship coal by river and rail.

At Kingmont, three miles east of Fairmont, W. Va., the Virginia & Pittsburgh Coal & Coke Co. has commenced operations on what will be one of the most modern and up-to-date plants in the mountain state.

A man in Navasota, Grimes county, Texas, has discovered coal in merchantable quantity on his land in the Northern part of that county. It is aimed to be equal to the coal produced in the Indian territory.

Some Pittsburg people are negotiating for the purchase of a tract of 2,200 acres of coal and oil land in Putnam county, W. Va. The deal will likely be consummated shortly and will involve a cash payment of \$100,000.

The seven-mile extension of the L. & N. R. R. from Hanesville, ten miles south of Cullman, Ala., will give an outlet to product of the Stout Mountain Coal & Coke Co., in Blount county. The mines are now being opened.

Some miscreants among the strikers blew up the scales of the Potomac Coal Co., at Barton, Md., with dynamite. This was the miners idea of a protest against a check weigh-man. Gorman and Caledonia miners are suspected.

Jesse T. Hill, of Chattanooga, Tenn., has resigned the management of the Coal City mines, and will take charge of the Alpine Coal Mining Co.'s property near Point Burnside, Ky., on the Cumberland River and the Cincinnati Southern Railway.

Mr. Erskine Ramsay, Birmingham, Ala., is erecting one of his Ramsay-Robinson coal washers at the new mines of the Sloss Iron & Steel Co., near Lossburg, Jefferson county, Ala. The coal will be washed before it is coked in the new ovens now being erected.

The coal shipments abroad from Newport News, Va., for the month of August, amounted to 45,485 tons. This was all sent to various places in Europe. The increase in August over the foreign coal shipments in July was 23,814 tons. It is expected that September will show a better record than August.

The Beadle Coal & Coke Co., of Philippi, W. Va., has been incorporated with Fred C. Blue and Charles F. Teter, of Philippi; Floyd Teter, of Belington; T. Arnold and M. C. Whiting, of Ridgeway, Pa.; R. W. Beadle, of Dickson, Pa. The subscribed capital is \$10,000, 10 per cent paid up; authorized \$100,000.

Owensboro, Ky, capital is largely invested in the Deanfield Coal Co., and the officers of the new company are Guy M. Deane, president; W. R. Williams, secretary-treasurer; J. Ed. Guenther, H. L. Klotinsky; Jas. H. Parish, Guy M. Deane, W. S. Williams and Jas. Moorman directors. The coal is produced from their mines in Hancock county and is of a semi-cannel variety.

The West Jellico Coal Mining Co. has been organized in Whitely county, Ky., with a capital of \$40,000, and A. J. Sullivan elected president. Its mines are to be located at Pine Knot, near the Cincinnati, New Orleans & Texas Pacific Railway Co., which will furnish means to transport the coal. Work will commence immediately to fit up the mines and necessary buildings. The offices are at Williamsburg.

Mr. H. Skaggs, Birmingham, Ala., was in Chicago last week and is reported to have stated that the sale of a large body of Alabama coal and iron lands to an English syndicate for more than \$6,000,000 had just been concluded. Besides the production of pig iron, the development of water transportation to gulf ports for coal export is contemplated.



*
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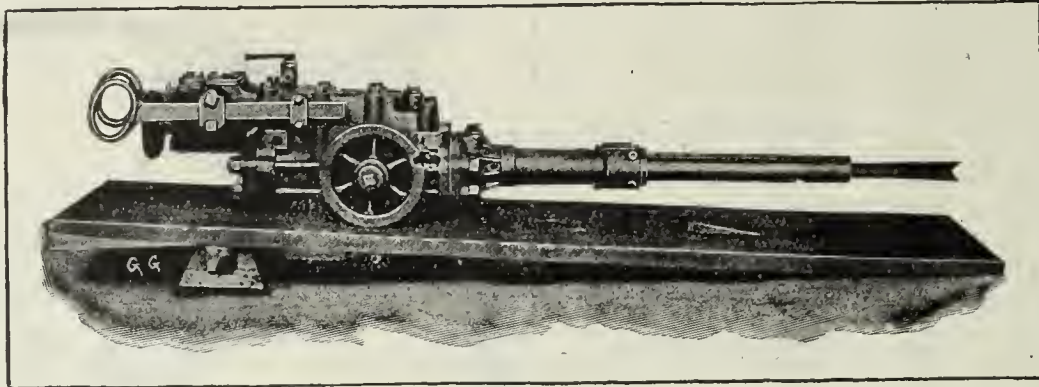
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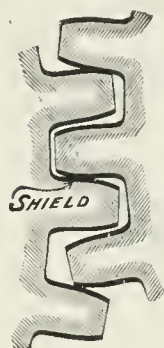
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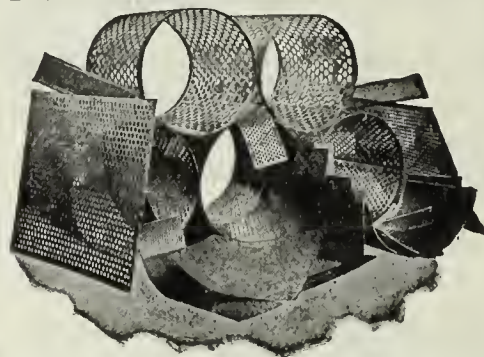
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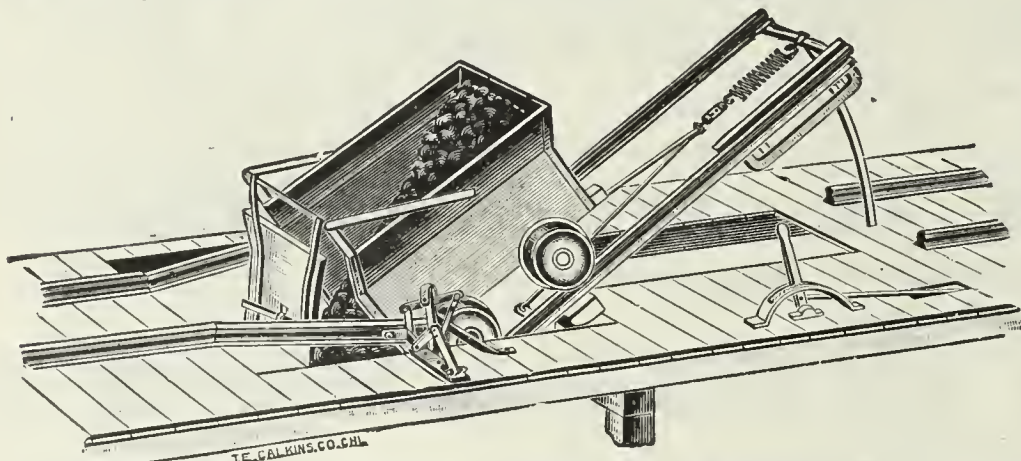
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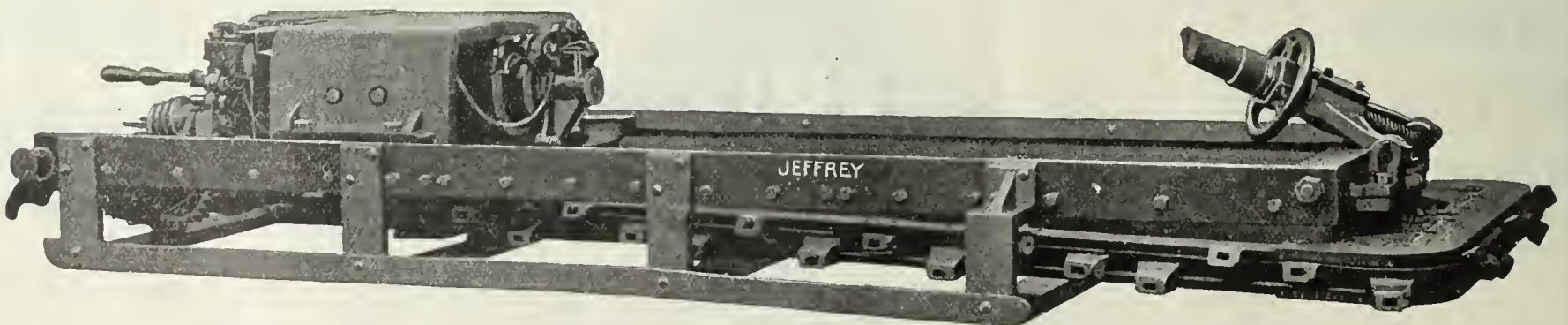
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VOL. 25.

SEPTEMBER 15, 1900.

No. 11.

MARKET REVIEW.

The strike in the anthracite coal region of the "Keystone" state is practically and actually in force, because, though not general yet, some miners in the Lackawanna district have anticipated the order, which does not become effective until Monday, Sep-tember 17, and ceased operations on Thursday, September 13. Not until next week will it be known to what extent numerically the men have responded to the strike call.

It may not be generally known, but it is a fact nevertheless, that at the time of the last settlement of the wage question the selling price of anthracite was much higher than it is now, yet wages have remained the same despite the fact that coal is on a lower basis, notwithstanding which the natural growth of the trade has been extremely light, and would be greatly decreased if its cost was increased. This latter is beyond any doubt and would have some weight with the miners if properly explained to them by the operators or their representatives. The more important workings and collieries are in the counties of Luzerne, Lackawanna, Schuylkill, Carbon and Northumberland, and the number of miners about 40,000, and all other labor inside and outside, including slate-picker boys, 100,000. The only working companies unaffected by the strike will be the Philadelphia & Reading and the Lehigh Valley, providing all the others go out. The production of these two concerns is 26.15 per cent of the total output. Up to August 31 there had been produced a little over 30,000,000 tons, rather above the normal for the time of year, leaving a residue of 22,000,000 tons to be produced by April. From this it will be seen that there will of necessity be a serious, very serious shortage of coal, which will be felt in every part of

the country where this product is used for fuel. The question for the miners to consider is, are they prepared for a strike of any length, say three or four months? To support the men engaged in this strike, providing 75 per cent go out, the cost to the union will not be less than \$250,000 a week or say \$1,000,000 a month, how long could and would the bituminous miners stand the drain, while the loss in wages would approximate \$1,000,000 each week. Hence it is reiterated that it is an ill-considered strike in every sense of the term. The men are half-hearted in the matter and may have a hard winter to face.

Anthracite coal is still backward, but the promulgation of the order for the miners to strike on Monday has somewhat stimu-lated new business throughout the West. A very marked feature is the firmness with which the July circular is held all through the West, and already there are strong symptoms of a tendency to advance, as the available supply of hard coal is not large at any point, which includes all the upper and lower lake storage ports. All-rail shipments from the mines will cease, and only light receipts by water, if any, are to be expected from Buffalo. Old orders not yet filled may be cancelled, as it is probable that pre-cedence will be given to new business at better prices. The shortage of egg and chestnut is quite notable just now.

Bituminous coal has felt the touch of the spur imparted by the anthracite strike, and there is little doubt if continued for a few weeks there will be a very marked change in the situation for the following reason: shipments of nearly all the free Eastern coal from two of the competitive states and West Virginia will be more or less curtailed as it will be required nearer home, this will natu-rally increase the demand and consumption of Indiana and Illinois coal, prices on which will be materially enhanced. It is quite probable that by October 1 the current full regular circular on all soft coals will be maintained. Hence it is safe to predict a sharp reaction in soft coal throughout the West.

Our New York representative reports that fear of a strike has caused more activity in anthracite, and that a fair tonnage has been planned for future delivery, but most of the agents do not care to accept much business of this kind at current prices, and in some instances a slight advance has been secured, on the other hand, it is believed that several large blocks have been sold at the lower existing figures. However, the feeling in the trade is that with the advance of the season and quickening of trade, there will be a general stiffening in the circular with a pos-sible rise in values October 1. Yet there has not been that amount of buying, in anticipation of strike trouble, that natu-rally would be expected, and many dealers are tardy in putting in usual supplies, owing to disbelief in labor disturbances. There is not likely to be any surplus of anthracite this fall as most of the coal is now moving quite freely. Every day's de-lay in the coming trouble adds strength to the operators' position. On the Atlantic seaboard soft coal is in fairly good demand generally. Producers are experiencing more difficulty in getting coal forward, as the main line roads appear to be lacking in cars, motive power and trackage facil-ities. This makes deliveries irregular and more or less slow. The anticipated strike in the anthracite region may account for the scarcity of cars, because they have been rushed in there instead of to the soft coal districts. Business in the far East shows a large demand, while the call for coal along the Sound is greater than can be supplied just now. In New York harbor there is increased activity and while all-rail trade shows some improvement, consumers are using less coal than they did last year. Export demand and inquiry for coal is well main-tained, but it is apparent that would-be foreign consumers of American coal are expecting to obtain lower prices than now obtain.

Buffalo advices are that there is a short supply of egg and chestnut anthracite coal with a strong demand from the East. Shipments of coal westward by lake show an increase for the week and amount to 78,720 tons, distributed as follows: Milwau-kee, 27,200 tons; Chicago, 25,930 tons; Duluth-Superior, 7,800 tons; Toledo, 4,100 tons; Lake Linden, 3,750 tons; Sault Ste Marie, 2,400 tons; Racine, 1,950; Waukegan, 1,000 tons; Mar-quette, 850 tons; Sheboygan, 850 tons; Marinette, 850 tons; Gladstone, 500 tons; Alpena, 400 tons; Amherstburg, 380 tons, all anthracite, and 610 tons soft coal Port Colborne.

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SEPTEMBER 12, 1900.

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White ash.....	\$5.00
Pink ash.....	5.25
Red ash.....	5.50

The anthracite coal trade has been somewhat more active during the week, due to the fear of a strike in the anthracite region, and a fair amount of tonnage has been booked for future delivery, though most interests do not care to sell to any extent on this basis at the prevailing figures. In some instances we understand, orders have been taken at a slight advance for future delivery, while on the other hand we understand several large blocks have been sold at the lower existing figures. The feeling in the trade is, however, that with the better demand which is now on, a general hardening in prices will result, and already we hear of one or two of the largest companies having advanced their price 25 cents a ton on all sizes.

On the whole there has not been the amount of buying in the anticipation of a strike as would be expected, and it looks in some instances as if buyers thought there might be some reductions in prices if no strike is declared, as they are hardly taking in their usual supply; this, however, may be only done in evidence of their belief that there will not be a strike. It would not be surprising if some of these dealers were caught short a little later on, as the production is moving off quite freely, and there is not likely to be any surplus of coal this fall if the present demand keeps up. The retail trade is quite active, and while there is an occasional order being placed, through the fear of labor trouble, the general demand is brought about by the return of householders from the country, who are placing orders for their winter's supply or calling for shipment on orders already placed earlier in the summer. The output for the past month amounted to 4,919,000 tons, which makes an aggregate tonnage for the year so far of 30,953,000. Although the figures for the month are considerably higher than for any previous month of the present year and somewhat in excess of any month in 1899, yet, this has not shown any bad effects on the markets, and there is probably less coal in first hands at the present time than for the corresponding period of 1899. There is little talk of cutting in price on the preferred sizes and the object of the producer seems to be to keep his trade in such shape as to reap the benefits of any future advances that may be declared. Nut coal seems to be the most active, though the other sizes are in good demand. In the mining regions the situation is greatly relieved, though the danger of a strike is by no means eliminated, yet it is the opinion that every additional day's delay, adds strength to the position of the operators.

The Atlantic seaboard soft coal trade shows a good demand in almost all directions; the all-rail business has also improved to some extent. The demand seems to be general throughout the trade, working from the best coals down. The producers are having more difficulty than usual in the way of transportation and car supply. The main line roads do not appear to have the trackage and motive power sufficient for all their trade. Its taking coal twice as long as it should to get to tide, and the shippers are unable to depend on the car supply, which will run along steady for say a week, close up to their demand, and then there appears a total embargo or is shutdown to, in some cases, to as much as 25 per cent. Some people are claiming it is bad management on the part of the transportation superintendents; others claim that it is simply more business that the physical condition of the railroads will permit of handling, but the coal producer seems to be obliged to take everything that comes to him in the way of delays and stoppages. At the present time the car supply in the bituminous trade, especially on the Pennsylvania Railroad, is cut down very materially on account of the strike situation in the anthracite fields. The car supply being put in the latter region in preference to the soft coal, in order to get as full a stock of hard coal on hand as possible before the anticipated strike. In the export trade we understand the foreigners are talking of the possibilities of having to pay very much larger figures than they are now, and we are advised of some more Asiatic inquiries. The freight to Asia running \$10 and over a ton, would make the price of coal at receiving port quite a large figure. Trade in the far East is calling for considerable coal and there are quite a number of shipments being made daily to this territory. Trade along the sound shows a large demand, a larger demand indeed than can be supplied at the moment. In New York Harbor there is a fair activity, and orders from this territory are rather accumulating to a small extent. In the all-rail trade there is some improvement though the consumers do not seem to be using as much coal as they did last year. The car supply is variable, running from 75 to 25 per cent of the demands. The last week averaged nearer the latter. Transportation of coal from mine to tide is taking from a week to ten days. In the coastwise vessel market there is a fair amount of vessels arriving at the lower ports, brought down no doubt by the large advance in freights a week ago, from which rates have fallen to say 90 cents to Boston, Salem and Portland; 75 cents to the Sound; 90-95 cents to Lynn; \$1.00-\$1.05 to Saco and towage, and \$1.00 to Newburyport from Philadelphia. The further lower ports are 10 to 15 cents above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

SEPTEMBER 13, 1900.

There is a quiet but very uncertain state of things in the hard coal trade. So long as the miners fail to strike it is held to be an evidence of weakness so that the authorities are taking courage again. As the chief demand appears to be that the operators recognize the union, which they declare they will never do, it appears to be a matter of strike or not.

There is no change in the price situation and none is looked for. It is found that the short supply has created much difficulty in regard to sizes. Some of the companies are in need of more chestnut, while others are very short of egg, with no chestnut surplus to trade off, so all are more or less hampered.

The demand is for the most part fully equal to the supply, especially westward, which direction is always waiting for the East so get what it wants. The Eastern demand is very strong and promises to remain so for an indefinite time.

There has of late been some difficulty among the anthracite dealers at Hamilton, Ont., but that is now reported to be settled and the trade again moving smoothly.

Lake shipments show a goodly number of ports taking coal, and the amount somewhat increased. The amount shipped for the week is 78,720 tons, distributed as follows: Milwaukee, 27,200 tons; Chicago, 25,930 tons; Duluth-Superior, 7,800 tons; Toledo, 4,100 tons; Lake Linden, 3,750 tons; Sault, 2,400 tons; Racine, 1,950 tons; Waukegan, 1,000 tons; Marquette, 900 tons; Sheboygan, 850 tons; Marinette, 850 tons; Port Colborne, 610 tons; Gladstone, 500 tons; Alpena, 400 tons; Amherstburg, 380 tons, all anthracite except 610 tons soft to Port Colborne.

Freight rates are as follows: Milwaukee, 30 cents; Chicago, 30 cents; Duluth, 30 cents; Toledo, 25 cents; Lake Linden, 35 cents; Sault, 30 cents; Racine, 35 cents; Waukegan, 35 cents; Marquette, 35 cents; Sheboygan, 30 cents; Marinette, 30 cents; Port Colborne, 25 cents; Gladstone, 30 cents; Amherstburg, 25 cents.

There is such a general disposition not to brave the Chicago drainage canal current that some vessels are asking an extra rate of about 20 cents for the additional towing needed. This ought to be paid by Chicago.

S. A. Gaffney, who has represented the coal interests of the Philadelphia & Reading in Indiana for the past two years, has resigned. He is a Buffalonian and was for a considerable time in the Buffalo office of the company. No successor has been appointed.

J. E. Ball, so long the chief clerk and cashier in the Buffalo coal shipping office of the Delaware, Lackawanna & Western, and who took the position of treasurer of the Tropical Fruit & Steamship Co. of Newport News, with the expectation of locating there, now intends to make Buffalo his headquarters. The business is the bringing of bananas and other West India fruits to the United States.

Following are anthracite price: Grate, \$4.25; egg, stove and chestnut, 4.50; pea, \$3.00, all per gross ton on board cars at Buffalo or Suspension Bridge.

Buffalo local anthracite: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, per net ton from trestle, with \$1.00 additional for delivery.

There is a better feeling still in soft coal, as the late alarming amount of surplus has disappeared and is not likely to reappear very soon. Some sizes are really quite scarce.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, at net ton from cars; steamboat fuel, \$2.80, delivered on board.

Some of the city aldermen are trying to hold up the contract of Donnelly Dunham & Co. for furnishing the soft coal to the city waterworks. One of them actually obtained a further reference of the bid, which has been virtually accepted sometime, on the plea that he had made the discovery that the price was higher than last year—"and the cat laughed."

CONNELLSVILLE, PA.

SEPTEMBER 12, 1900.

The Courier says: "The coke region seems to have that spirit of energy about it during the last ten days which betokens brighter skies; and brighter skies in the coke region means more flaming coke ovens. At some of the plants the idleness is now enforced. For instance, at the Atlas and Mahoning plants of the Cambria Steel Co., the ovens were blown out to prevent an overflow of coke stocks at the Johnstown furnaces, which are out because of the necessity of making repairs before the severity of winter sets in.

"The iron and steel markets have taken on a decidedly firmer and more confident tone, and this condition is fairly reflected in the coke trade. There is a feeling that the pendulum of reaction following an era of wild extravagance in production and prices has swung to its limit and is now returning in the other direction. Trade is expected to rise to normal conditions again, and the aim will be to keep it within conservative limits. We may, therefore, look for a steady upward movement in production and prices. Better conditions will not come with a bound. The evidences of strength in the iron trade consist largely in the booking of orders rather than any increase in prices, though no contracts are being taken by furnacemen for the delivery of pig iron beyond the first of the year. This gives rise to the hope that by the end of the year, and even before that, quick advances may be made.

"Furnace coke is quoted at \$2.25-\$2.35, and foundry coke \$2.50-\$2.75. These figures are for standard Connelleville."

Freight rates per ton 2,000 lbs. from the Connelleville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91 1/2
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

CHICAGO MARKET.

The main topic of conversation in coal circles and the one that appears to gain in interest with the discourses in the coming trouble in the anthracite regions. It is many years since there was anything like a general strike in that section of Pennsylvania and from all appearances the causes which have led to the demands formulated by the men are more profound than had been thought for, and cannot be cured or settled by that usual method of unionism—a strike. In this particular instance the miners have everything to lose by going out, because not a single operating company has expressed a willingness to recognize the United Mine Workers of America, and this unity evidences their great strength; on the other hand, though the majority of men are claimed to be unionized, there are certain districts containing numerous colonies where there is no organization and where there are contented and happy. Under these conditions a strike will have a very poor show of success. The support promised by the Western miners would only prolong the struggle and especially so as it is confidently believed that some districts will continue to work, strike or no strike. Therefore, as the first element necessary to success—unity—is lacking, there can be little hope for a favorable termination of the miners, to whom the loss in wages alone would be enormous in the aggregate, nearly a million dollars each week, providing all went out.

Anthracite coal has not been stimulated to any great extent by the strike talk, as quite a large number of the dealers look upon the matter largely as a bluff. Be that as it may, there is a notable shortage of small egg coal in this market and some scarcity of chestnut, and especially so as regards all-rail. In the event of serious trouble, there would be an immediate suspension of all shipments of coal westward, which would necessarily throw the bulk of the new business into the hands of the agents having docks, the supply of free coal of which would give out in less than sixty days. With the recall of the traveling sales men off the road, inquiry has increased and buying has improved somewhat. Prices are generally steadier at \$5.50 for the domestic sizes at wholesale and \$6.25@6.50 at retail.

Bituminous coal is still undemonstrative, though all that is required to strengthen the market is a little of the activity which is now long overdue. It refers with equal force to steam as well as domestic coal, in both of which there is little doing. Dealers and buyers generally are almost a unit in their adherence to the policy of purchasing as their necessities require. Hence, the continued weakness and low prices which almost universally prevail at this center. Bargain counter lots of coal are still a feature in Chicago, simply because there is not near enough demand to absorb the tonnage received in this market. Slack and other fine coals are burdensome, and most of it is sacrificed. In the very nature of things there should be a change very soon, and probably will be as soon as the strike trouble in the anthracite fields develops.

Coke is a shade better, more in the matter of inquiry than actual demand, but prices so far are not one whit stronger than they have been.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.									
ANTHRACITE COAL.			BITUMINOUS.			SMITHING AND CANNEL COAL.			
rate.....	\$5	25	Carterville washed nut.....	\$2	25	Blossburg.....			
egg.....			DuQuoin.....		2 50	Cumberland.....	}		
ove.....	5	50	Wilmington.....		2 50	Piedmont.....			
at.....			Spring Valley.....		2 50	Lilly.....		\$3 65	
ate from yard or dock.....	5	25	Riverton, Marion.....	}	2 25	Sonman.....	}		
egg, stove and nut from.....			and similar grades.....						
lock or yard.....	5	50	All Spgfd. district.....	}	2 25	Birdseye Cannel.....		5 50	
domestic sizes at retail..	6	25	Penwell and Pana.....					Falling Rock Cannel....		5 50
			Alton district.....		2 25	Cannelburg.....		3 25	
BITUMINOUS.			EASTERN COALS.			COKE.			
azil Block, Ind.....	2	55	Pocahontas.....	}	Lump and Egg..... 3 75	Connellsville.....	5	50 @	5 50
llivan county, Ind....	2	25	Maryland.....			Pocahontas.....		5 25	
llivan county, Ind.,			New River.....			New River.....			5 00
nut.....	2	00	Ocean.....			Fairmont.....			5 00
and, Ind.....	2	30	Montana.....		3 25	Elk Lick.....			5 00
and nut.....	2	00	Winifrede Splint.....		3 25	Gas House.....		4	25
xville, Clinton, etc....	2	00	Thacker.....		3 25	Charcoal per bushel....			18
cking Valley, Ohio....	2	85	Raymond.....		3 25				
rterville, Ill.....	2	25							

SAN FRANCISCO, CAL.

SEPTEMBER 5, 1900.

Since the "Alameda" left the following deliveries of coal have been made from Australia, viz., "Glencaird" 3,786 tons, "La Bruyere" 2,974 tons, "Strathorn" 3,135 tons, "Cambrian Hills" 2,750 tons, "Flintshire" 1,800 tons, total 14,5 tons. The above cargoes were badly needed by large consumers, hence one of same went into yard. There are thirty-nine vessels reported chartered from Newcastle and Sydney, having a carrying capacity of 116,000 tons, is 24,000 tons less than last month, this showing that new charters are not being made as fast as vessels are arriving here. The present delivery price of coal there added to present ruling freight rates, with duty and insurance, makes colonial fuel too costly for general use and prohibitive for steam purposes. As Australian coal is the only foreign competitor at present that our east product has, it is very evident that a very profitable season is awaiting Northern collieries. They are the dictators for establishing prices for the moment, unless they should overload us with their output, which is improbable, as they have not the carrying facilities for doing so, and it would be a lack of sagacity for them to do so, even if they could. English and Scotch shipments are matters of the past, and Welsh shipments are becoming gradually more exceptional. The fuel question everywhere is becoming revolutionized, America is selling Great Britain, France and Germany.

KANSAS CITY, MO.

SEPTEMBER 13, 1900.

The demand for coal from the Southern Kansas mines is a little more than the supply and has been for some few weeks past. It is not known how the supply can be increased and as the demand is sure to do so conditions are very liable to be the same as for the last two seasons.

Block coal trade is very quiet. Buying was brisk on the last of August when prices did not represent the cost of loading and selling the coal. Kansas City has no coal exchange and consequently any concerted action is a matter of circumstance and not of agreement, but it seems that all operators and jobbers got tired of summer prices on the first of September and advanced block coal thirty cents per ton, or \$2.50 f. o. b. Kansas City. This individual action is being observed better than any agreement ever made in past years. The retailers are displaying as concerted action on their part and are declining to buy at these prices, preferring to let their orders accumulate in the hope of breaking the prices. They are much more liable to pay a still further advance. The present price is simply a shade better than letting the coal stay in the ground. Inquiries and orders from country points on block coal are at a positive standstill, although the movement of other coals is fair.

There is so much coal to be put on the market in order to compare with past seasons that every week of delay on the part of consumer and dealer is adding mightily to what is sure to be a congestion of business and a hopeless scramble. There are as many if not more mines in operation than two years ago, but there is the eight-hour day and the positive lack of men in every camp, so that the capacity for loading coal cannot exceed that of two years ago. The trouble at Leavenworth has resulted in a scramble among operators everywhere to secure some of the miners from that district.

Receipts of anthracite coal are exceedingly modest, but are probably a fair proportion of what is to come. The strike talk in the newspapers has made the consumer prick up his ears a little bit, but one does not see two wagon loads of hard coal on the street now where in former years at this time he would see ten.

The citizens at Atchison claimed to have punctured a 22-inch vein of coal, but the depth is so great that Li Hung Chang could be heard talking to his hired men on the other side.

In talking about census figures last week, "The man from Omaha" reminds us of a favorite story of ours. The stories are different but you will find the same sequel. An impecunious count had courted the American heiress with such success that the permission of the prospective father-in-law was the only thing to obtain. Anticipating the difficulty he might encounter were his poverty known, he represented to the old gentleman that he owned not only a vast estate, but had cash in the bank. To test the later statement the old man told him that if he would bring to his house that night, one hundred thousand dollars in cash he would believe his statements and hand over the girl. The count rushes off to his dearest friend and tells him his troubles, and says he has only fifty thousand just then and begs the loan of another fifty thousand until the next morning. His friend calls the count's attention to the fact that if he will take his fifty thousand and stack it up on the mantle, the reflection in the mirror will make it look like the full amount. The count says he has thought of that, but the fifty thousand that he possessed was the fifty thousand that was in the glass.

WHEELING, W. VA.

SEPTEMBER 13, 1900.

Another big, new coal company to operate in the Fairmont region was chartered by secretary of state, Dawson, on Wednesday. It is the Fairmont Coal Mining Co., and it has a privileged capitalization of five million dollars. The incorporators are, Hon. A. B. Fleming, S. T. Watson, Jr., George Debolt and W. S. Slack. On the same day a charter was issued to the Pawpaw Railroad Co., which will also have its home in Fairmont. It is to be built from the main line of the Baltimore & Ohio Railroad, up Pawpaw Creek to Fairview, Marion county. The incorporators are, Hon. A. B. Fleming, U. N. Arnett, Z. G. Morgan, John W. Mason, and W. S. Haymond, all of Fairmont. The exact purpose of the company is not announced, but if the road is not to develop coal land, it is hard to imagine just what it is for.

The state has also chartered the Bluefield Coal & Coke Co., of Bluefield, W. Va., with \$1,000,000 capital stock, held by James E. Mann, G. N. McCulloch, R. E. Johnston, S. S. Cafer, and J. H. Johnston, all of Bluefield.

Another coal company chartered this week, is the Wheeling Steam Coal Co., of Wheeling. It has \$25,000 capital, held by Johnston C. McKinley, Amanda C. McKinley, William N. Phillips, and Nehemiah A. Harring of Wheeling, and Charles B. Alexander, of Parkersburg. The company has already begun the work of opening a new mine about a mile from Wheeling. The company has several contracts for furnishing coal for use of local railroads, but it expects coal for Western shipment to constitute the bulk of its business. It will be delivering coal in 30 days, and will begin with 150 miners.

Work at the various mines in the Fairmont region is rather light, but not more so than is expected at this particular season. However, lack of orders is not entirely to blame for the conditions existing, for there has been an unusual scarcity of cars lately and some rather important orders have been compelled to wait for transportation. The switching report for the month of August in the Fairmont yards shows a decrease of a little more than one half in the number of cars handled.

In the West Virginia Central & Pittsburg region, there is not as much doing as there was six weeks ago, but there is still a fair business and a fine outlook. The Norfolk & Western region is booming again, and not a little of the output is going to tidewater for shipment abroad; the demand being very heavy.

The Kanawha and New River valleys are very busy and hundreds of new miners are being bought in to supply the demand. The river shippers have nearly all the barges at hand loaded, and both the Ohio and Kanawha are too low to permit more boats being brought up from the lower river markets for the present.

The Pioneer Coal & Mining Co. of Alaska, New York City, for general coal and mining business. Capital, \$500,000. Incorporators: T. D. Bradford, W. B. Pope, R. H. Batchelor, C. A. Page, J. D. Miller, all of New York city.

BALTIMORE, MD.

SEPTEMBER 10, 1900.

A rising tendency is noticeable in the Eastern vessel freight market and rates remain very firm. We quote: Bangor, \$1.10-1.15; Bath, \$1.20; Portland, \$1.10; Boston, \$1.10; Salem, \$1.10; Portsmouth, N. H., \$1.15; New Haven, 95c; Bridgeport, 95c; Providence, 95c; Allyn's Point, \$1; New Bedford, 95c; Somerset, \$1; Fall River, 95c; New York, 80c; Galveston, \$2.25; Jacksonville, \$1.15@1.20; Savannah, \$1.10@1.25; Port Royal, S. C., \$1.25@1.40; Charleston, \$1.10; Wilmington, N. C., \$1; Velasco, Texas, \$2.40; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3.50; Key West, 2.25.

Coal charters since last report:

Schr. Mary E. H. G. Dow—Baltimore to Boston or Portland, \$1.10; if Portsmouth \$1.15.

Schr. Alice Holbrook—Baltimore to Boston, \$1.10.

Schrs. Albert T. Stearns and Cactus—Baltimore to Boston, \$1.25 to wharf.

Nor. Stmp. Daphne—Baltimore to Sagua, \$2.50.

Schr. Benjamin F. Poole—Baltimore to Portsmouth, N. H., \$1.15.

Schr. Gem—Baltimore to Boston, \$1.10 and bridge money; option of Salem \$1.15.

Barge Brandywine—Baltimore to Providence, 95c.

Br. Stmp. Trevilly—Baltimore to Port Said, 22s. 6d. November.

Schr. Young Brothers—Baltimore to Boston, \$1.10.

Br. Stmp. Taff or Br. Stmp. Ely—Baltimore to Genoa, 21s.; September 10 to 20.

Schr. Katharine D. Perry—Baltimore to Boston, \$1.10.

Schr. Pendleton Brothers—Baltimore to New Bedford, \$1.

Sir William H. Clifford—Baltimore to Boston or Portland, \$1.10.

Schrs. Ida C. Schoolcraft and Mattie Newman—Baltimore to Somerset, \$1.

Schr. Henry L. Peckham—Baltimore to Weymouth, N. H., \$15.

Schrs. Charles A. Campbell and Mary Manning—Baltimore to Boston, \$1.10, option Portsmouth, N. H., \$1.75.

SEATTLE, WASH.

SEPTEMBER 10, 1900.

The more important coal shipments from Seattle and Tacoma, during the week have been the ships Berlin, 1,416 tons and Columbia, 1,327 tons loading at Tacoma the former for San Francisco and the latter for Honolulu. The ship Occidental 1,409 tons loading at Seattle for San Francisco.

It is now reported that the Pacific Coast Co. is about closing a deal for new coal properties in Chehalis county.

The ground has been broken for the foundation for J. D. Smith's new bunkers which will be completed this fall.

QUANTITY OF ANTHRACITE ON HAND.

In view of the coming strike in the anthracite coal regions of Pennsylvania the following will be of interest to the trade: "Reports showing the total production of anthracite for the month of August lead to the belief that some of the operators had in view the possibilities of a strike and a shutdown at the mines, for the August output was the largest of any month this year, aggregating 4,960,000 tons. The production of hard coal thus far for the fiscal year aggregates 30,953,089 tons as compared with 29,196,356 in the preceding year. This is an increase of 1,756,733 tons. A large proportion of this increase goes to offset the heavy reduction in stocks last year, and therefore the available supply is not now very large."

CHOCTAW COAL.

The Arkansas State Commissioner of mines has the following to say in regard to Sebastian county coal, all of which applies also to the Choctaw coal fields: "Sebastian county borders on the Choctaw nation and is in the very heart of the celebrated coal field extending seventy-five miles east of Ft. Smith, forty miles south and 130 miles west and southwest into the Indian Territory."

"The coals of Sebastian county are almost entirely smokeless. A spectator going up on top of the Grand Central Hotel, the tallest house in the city of Fort Smith, can look upon a city of fifteen or twenty thousand people with nearly thirty factories of various kinds and all burning these coals, yet he will not see so much smoke in the whole city as comes out of the smoke stack of a steamboat on the Ohio river."

"Of these coals the quartermaster-general of the United States army says officially in his published reports that they are from 25 per cent to upwards of 100 per cent superior in heating capacity to any other in the world yet tested, except the Pocahontas coal of West Virginia."

"A coke from these coals is now on exhibition at the Commercial League rooms at Fort Worth, which is manufactured every year by a German machinist for his own foundry, and he says it is superior to the Connellville because of its greater specific gravity. He says also that he makes in all an aggregate cost of \$3 per ton after shipping and paying freight on his raw materials from the mines. He thinks it can be manufactured at a cost of \$1.50 per ton at the mines if a proper plant is erected. His is a crude method of making his own coke, yet he saves \$7 per ton on what he makes even by his primitive process."

Much of the coal used in Ft. Smith comes from the mines in the Choctaw nation, which the commissioner includes in his coal belt, only in addition he could have added, had he been so inclined, that the manufacture of coke in the immediate vicinity of Ft. Smith, on the Choctaw side, has long ago passed the experimental stage and that over 200 coke ovens within the coal belt mentioned, are in full operation and turning out thousands of cars of coke annually, and also within the same belt near South McAlester is found the only gas coal in the belt he describes and that it is used in the gas factory at Fort Smith. The smokeless quality of Choctaw coal is one of the least recommendations it has to consumers, though that quality is appreciated. The production of both coal and coke in the South McAlester coal region is increasing enormously, and but for the temporary restrictions placed upon it by inter-Indian laws, the industry would be doubled and trebled in a very short time.

ON THE WING.

The Pacific Coal & Navigation Co., Seattle, Wash., has been incorporated with a capital of \$500,000.

The Hesser-Milton-Renahan Coal Co., St. Louis, with capital stock \$50,000; has certified to capital in Illinois, \$12,500.

The Jones & Adams Co.'s mine in the Springfield, Ill., district is being modeled, and will again be hoisting and shipping coal, September 25th.

A cablegram from Berlin, says: "The ministry in view of the seriousness of the coal famine throughout the country, has determined to grant free entry to coal at all the seaports."

The Hazleton (Pa.) Sentinel, September 12, says: "Every colliery in the region is moving along briskly, and more coal is being mined than at any time in the history of the region."

Mr. E. J. Corbett, Detroit, Mich., accompanied by his wife is taking vacation on the Atlantic seacoast, with headquarters at Atlantic City, N. J. Mr. Corbett expects to return about Sept. 17.

The liner Deutschland burned more than 3000 tons of coal on her recent record-breaking trip across the Atlantic. This would have been a fair cargo for many vessels. It takes power to make speed.

Mr. C. A. Eastman, general sales agent, Zeller, McClellan & Co., (incorporated) Brazil, Ind., miners and shippers of Lower Vein Brazil block and Indiana bituminous coal, was in Chicago this week.

The Pennsylvania Coal Co. officials have decided to fence in all of the collieries of that company in the Wilkesbarre district as a measure of protection in case of any disturbance. The Lehigh Valley Co. has most of its mines now fenced in.

According to current report it is asserted from Marseilles, France, that five of the great steamship companies are negotiating to diminish the number of voyages to about one-half. It is said they are taking this step owing to the stiff advance in coal.

A cablegram from Naples says: "An agent of the Baltimore & Ohio Railway is here for the purpose of establishing a large depot for American coal." The coal famine on the continent of Europe is causing a heavy demand for the American product.

A special cable from St. Petersburg, Russia, says: "Some 4,000 tons of American coal have arrived here and that 6,000 tons more are already contracted. The British coal trade has been badly broken into, as the American product is sold here at \$1.62 a ton cheaper."

Mr. James Cherry, superintendent of the Seatonville mines of the Chicago, Wilmington & Vermillion Coal Co., was in Chicago on Tuesday, after an absence of three months, visiting old friends in England. He looks well and hearty and is glad to return to his adopted country.

A large amount of Pocahontas coal is now being shipped abroad from Norfolk, Va., something like 100,000 tons to be loaded on twenty-five vessels during December, of which a good proportion is going to the Cape for the armies of Lord Roberts, Cape Verde Islands, Nagasaki and elsewhere.

Mr. W. H. Pugh, Racine, Wis., was in Chicago during the week and reports trade very quiet in both anthracite and bituminous coal. A steamer with coal from Lake Erie rode out the gale on Tuesday and sailed into Racine on Wednesday morning, but little, if any the worse, for the big blow.

Mr. F. S. Rubidge, of Chicago, has been elected secretary-treasurer of the Brazil Block Coal Co., and will be located at Brazil, Ind. Mr. Rubidge who succeeds the late Mr. J. D. Kershaw, is thoroughly conversant with the coal business, having been engaged in the trade in Chicago for a number of years.

The Jones & Adams Co., 355 Dearborn street, Chicago, are issuing a attractive illustrated blotter on which is depicted: "It's easy to see the advantage of handling Sunday Creek No. 12 Hocking, a trade getter, a trade leader, in fact a money maker, speaks for its self," and of which they are the sole sales agents.

Mr. S. S. Caldwell, of the Coal Hill Co., Omaha, Neb., writes: "On September 1, we took control of the Burlington Block Coal Co., operating at Unionville, Mo., and will dispose of all the product."

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The London (Eng.) Graphic, August 31, says: "At Birmingham the shareholders of the Great Wyrley Collieries, Cannock, held a half-yearly meeting, and received a dividend of 50 per cent, in addition to carrying forward £10,000."

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Mr. A. E. Hostler, general manager of the A. E. Hostler Coal Co., 355 Dearborn street, Chicago, informs the writer that he has received a large order from the Mexican Central Railroad for the celebrated "Loyal Hanna" blacksmithing coal. The coal will be shipped via El Paso, Tex.

**

The Colorado Fuel & Iron Co. has declared a dividend of eight per cent on its preferred stock for the fiscal year ended June 30, 1899, payable on October 10. Books close on September 20, and reopen on October 11. This leaves a balance of only eight per cent on the stock, and that is for the fiscal year ended on June 30, 1900.

**

Mr. William Marmet, president of the Marmet Co., Cincinnati, with branch in Chicago, broke his journey here on his return home from an extended trip westward. Mr. Marmet was as far west as Salt Lake City, but the most of his vacation was spent in Colorado, around Glenwood Springs and vicinity. He greatly enjoyed the trip.

**

A distinguished looking gentleman, Baron Fersen, naval agent at Washington, D. C., of the Russian government, was in Norfolk, Va., last week, and was closeted with Mr. Harry Lamb, agent for Castner, Curran & Bullitt, Philadelphia, sales agents of Pocahontas coal. It is understood that the Baron made a heavy purchase of coal for delivery at Russian ports.

**

The shaft of the new mine of the Chicago, Wilmington & Vermillion Coal Co., near Virden, Ill., is now down to the coal. The vein was found at a depth of 305 feet and is 7 5-12 feet thick. The company expects to commence shipping coal within the next six weeks. The coal, a sample of which is on exhibition at room 625 Old Colony Building, is of first-class quality.

**

The Ottumwa Box Car Loader Co., Ottumwa, Iowa, manufacturers of the "Ottumwa" Loader, claim their machine is the only one made that will not break the coal when loading it into cars and they refer prospective buyers to coal operators who are using the Ottumwa loaders. This is pretty sure proof that they feel confident that their loaders will give the best of satisfaction.

**

A cable dispatch from Cape Town, South Africa, says: "American energy promises to be rewarded by securing orders for 300 large coal trucks, involving £150,000, (\$750,000) about to be placed by gold mining companies on the Rand, on which quick delivery is vitally important. Lower prices and more speedy delivery than the British manufacturers will secure the orders for America."

**

Our Pittsburg correspondent notes a deal being made there for some 25,000 acres of coal on the Allegheny Valley R. R., between Parnassus and Apollo. The prospective buyers are a syndicate of Englishmen, whose object is the development of the property for the English market. Negotiations have been pending for some time, and a thorough test of the property is being made.

**

We are pleased to congratulate our contemporary The Syren & Shipping Journal of London, Eng., on attaining its fifth year of publication, and we wish it many years of continued success. The United States representative of this journal is Mr. John Henry Nelson, located at Philadelphia and we are not flattering him when we say that the American business of Syren & Shipping could hardly be in better hands.

**

According to a correspondent at Wilkesbarre, Pa.: "The operators declare themselves in favor of work if it can be done without risk and they deprecate violence. They will depend in this struggle, if it is forced on them, upon the good will of the public generally and the good offices of every fair minded and intelligent citizen to avert what may prove a calamity more far-reaching than can be measured just at this moment."

**

"The Pittsburg & Lake Erie railroad are racking up 500 gondolas for the Connellsville coke trade" says the Courier. "The new rack will hold 25 tons each, about five tons more than the average capacity of coke cars in this region. The company drew these cars from their coal trade, but will replace them with 500 new steel cars having a capacity of 50 tons of coal each, so that the new cars will carry double the quantity of coal that could have been transported in the old cars."

A large purchase of West Virginia coal land has been made by a syndicate of New York, Philadelphia and Berlin capitalists, who have paid \$5,000,000 for 104,000 acres. Another syndicate made up of Pittsburg capitalists has made a \$5,000,000 purchase. The Philadelphia traction syndicate is also a heavy purchaser. It will be seen from this that capitalists who never before bought an acre of coal land are making big purchases.

**

The sensational headlines and talk in the public press about a coal famine because of a strike of the anthracite miners is perfectly absurd. There can be no danger of a coal famine in Chicago, or in any other city in the West—there is too much soft coal available. Neither is there any likelihood of any immediate scarcity of anthracite, though there will be, a few weeks hence, if a majority of miners go out. One thing is certain, prices will be higher everywhere.

**

A Pittsburg, Pa., paper says: "The coal which contributes most to the increase of the general wealth and prosperity is the coal that is consumed in the mills and factories right at home." While that is perfectly true, and all would regret to see coal shipped abroad that might be used to advantage in this country, it must be remembered that the money paid by foreigners for American coal also goes into circulation here and helps to build up American industries."

**

Mr. H. H. Taylor, agent of the B. Uhrig Fuel Co., 355 Dearborn street, Chicago, whose main offices are in Milwaukee, Wis., has issued his coal circular for September. The company carries a fine line of high grade Eastern hard and soft coals, including W. L. Scott Co.'s Anthracite, Hocking, Youghiogheny, Pittsburg, Fairmont, Pocahontas and New River; standard smithing coal; Indiana and Illinois coals; coke, etc., on all of which prompt shipment is guaranteed.

**

In the issue of THE BLACK DIAMOND September 8, appeared the following: "Mr. C. A. Merrill, died on August 23, 1900, at Granville, Ohio, aged 57 years. Mr. Merrill was a traveling sales agent of the Sunday Creek Coal Co., Columbus, and was well known throughout the state." This latter part is an error, as he was in the employ of the Courtright Coal Co., Columbus, from 1891, until his decease. Mr. Merrill had never been in the employ of the Sunday Creek Coal Co.

**

The American business men and managers of large coal properties who have been, and those who are now, in Europe will not be content with any temporary market there but are planning for a permanent trade. With this in view, orders have been placed in American shipyards for clipper sailing vessels to carry coal to Europe. Once coal producers of West Virginia, Maryland, Eastern Pennsylvania and Alabama get a foothold abroad they will be liable to keep it.

**

The St. Paul Coal Co., recently incorporated at Ottumwa, Iowa, by Glenn W. Traer, James B. Corrigan and J. S. Blee, with capital of \$300,000, has organized by the election of the following officers: Glenn W. Traer, Chicago, president; W. M. McNett, Ottumwa, vice-president; Don M. Sutter, secretary; Glenn W. Traer, treasurer; Joseph M. Blee, assistant treasurer. The principal offices of the company will be in Ottumwa. The company has a large acreage of coal land.

**

Pittsburg and associate interests have taken costly and determined steps to insure the development of an export business in iron and steel. For these interests a hurried order has been placed for the construction of a fleet of ten great freighters for iron, steel and coal, that will ply from Lake Erie ports via the Welland Canal and the Gulf of St. Lawrence, across the Atlantic. The fleet will cost something like \$3,500,000. Among the more notable of those interested are Carnegie and Rockefeller people.

**

Capt. E. T. Slider, the enterprising and energetic coal man of New Albany, Ind., is having built a first class harbor and tow boat, also a large pumping boat at Leavenworth, and when both are completed he will be the best equipped coal operator around the Falls of Ohio, not only for handling his own barges but for all kinds of towing, pumping and wrecking for outside parties. This kind of work has heretofore been done by parties from other cities, because no one of New Albany was prepared to do it.

**

The Universal Fuel Co., (the Leiters) Chicago, has been testing the coal from the mines of the St. Louis & Big Muddy Coal Co., Carterville, Williams county, Ill., to ascertain its coking qualities, and the results are satisfactory. Capt. Sam T. Brush, general manager, says: "The recent visit of Mr. Jos. Leiter to the mines of the company, was to see what arrangements could be made for a supply of coal for a large coke plant, which would be built at the mines if satisfactory guarantees as to the supply of the product could be made."

Secretary Acheson, of the Commercial Exchange, Philadelphia, has just received a letter from W. Sabin, secretary of the Chamber of Commerce of St. Nazaire, France, asking for information as to the prices of coal and coke such as are used in making gas in this country. The letter says that the reasons for the inquiries are the high prices being paid in France for English coal and the desire, if possible, to buy American coal at reduced rates. The matter will receive prompt attention at the hands of Director Wilson, of the Commercial Museums.

The Pere Marquette Coal Co., Saginaw, Mich., have contracted a large amount of coal to Fransen & Son, Milwaukee, Wis.,—a big glass concern. The big steel manufacturers of Pittsburg, Howe, Brown & Co., who have made an exhaustive test of this coal say in their report: "This test confirms the test made some time ago, at the Keystone Tumbler Works at Rochester, Pa., and we are prepared to say that the coal is suitable for use in gas producers for the manufacture of glass and iron, and that it compares very favorably with the coal used in Western Pennsylvania."

A course of instruction by mail in chemistry is announced by the International Correspondence Schools, Scranton, Pa. The course includes mathematics, physics, theoretical, inorganic and organic chemistry, qualitative and quantitative analysis. George Herman Dimpfel, Ph. D., who is in charge of the chemistry course, is a graduate of the University of Leipsic, Germany, and also studied in the Universities of Strassburg and Heidelberg. Later he was an instructor in the latter institution, but was induced to take up commercial work, and after an extended experience in the European cities he came to this country and is now principal of the school of chemistry.

We greatly regret to learn through our Eastern representative of the death of Mr. C. G. Barber, in Scotland, on Saturday, September 8, 1900, in his 53rd year, leaving a widow and three children. He sailed from New York August 15, with his wife for a two month's trip abroad, and communications received from him up to, and just prior to the receipt of the cable announcing his death, showed that he was in fair health. He had been a great sufferer from rheumatism for some 15 years, and it is believed his death was due to that. Mr. Barber was a member of the firm of Barber & Ziegler, New York.

The coal question continues prominent in London and Henry Labouchere, in Truth, noting the discussion of the imports of coal from the United States, says: "I was talking a day or two ago with a large import and export merchant in Italy, whose firm owns its ships. He told me that lately they had been getting steam coal from America both for their own ships and for sale, and that it is just as good as English steam coal, and considerable cheaper. Whether it will ever be cheaper in England depends, he thinks, on the Americans reducing prices, which, he believes, they will do. As he has studied American coal pits on the spot, his opinion, as a practical man, is worth recording."

Mr. Victor White, Omaha, Neb., sales agent "Sheridan" coal, mined at Sheridan, Wyo., was in Chicago for several days this week and made a thorough inspection of the various coal-handling plants in the city and suburbs. Mr. White made a pleasant call at the offices of THE BLACK DIAMOND and talked freely of some of the coal pockets he had visited. He was much impressed with those of the North Western Fuel Co., at State and 63rd streets and also the Delos Hull structure at Oak Park, which he felt impelled to visit and inspect because he had seen it illustrated and advertised in the columns of THE BLACK DIAMOND. The machinery for these pockets was supplied and installed by the Link-Belt Machinery Co., 39th street and Stewart avenue, Chicago.

Over his own signature, sensible man, Mr. Arthur S. Ainsworth of the S. P. Bennett Fuel & Ice Co., Grand Rapids, Mich., has written an excellent article, which appears in the Eighteenth Anniversary edition of the Michigan Tradesman, a weekly journal published at Grand Rapids; the title is "King Coal," "Reminiscences and Predictions of a Local Handler." Mr. Ainsworth in a free and easy manner has written of his nineteen years experience in the coal trade and ends with the following: "The writer's prediction is that one hundred years hence the whole world will come to realize that 'King Coal' is the greatest of all monarchs and that his dwelling place is throughout the length and breadth of a great nation that 'Knows no king and no conqueror.'"

At Huntsville, Randolph county, Mo., State Coal Mine Inspector Chas. Evans has made a personal examination into the coke being made there. He is reported as saying: "The new process of making coke now in use at Huntsville, Randolph county, is a complete success. It is already beyond the experimental stage. I was at Huntsville on the 20th and witnessed a charge taken from one of the ovens. I have seen the coke taken from the Pennsylvania ovens, near where I was raised, and I unhesitatingly pronounce the Huntsville article of as fine a quality as was manufactured there." This new process was invented by Hemingway, and the plant is equipped and operated under patents controlled by the Leifers of Chicago, who, it said, are largely interested in the company at Huntsville.

AFFLICTED GALVESTON.

Such a calamity as that which has befallen Galveston, Texas, has seldom been equalled in the history of the world, and the sympathy and help of all civilized nations is being extended. The situation is infinitely worse than when the fire fiend seized upon the vitals of Chicago twenty-nine years ago. A great deal has been accomplished, but regularly organized work is required if the stricken city is to receive the full benefit from those who would willingly donate what they had to spare. The need and requirements are great and much more in the matter of donations and subscriptions will be forthcoming when applied for by recognized and properly constituted persons. The relief extended had to be spontaneous and immediate to be beneficial, and so it was, but much more remains to be done and the response will be fully as generous as it was at the first call for aid. Our cousins across the Atlantic have greatly interested themselves financially and sympathetically. The coal trade, always prompt to help, is doing its share towards suffering humanity in Galveston and regard it as a blessed though sad privilege.

NATURAL COALING STATION.

Strangely enough when all Europe is struggling to be first in the race for coaling stations, and the impecunious emperors and sultans are eager to find customers, there is still a spot in Europe itself containing an undeveloped wealth of coal sufficient to supply the fleets of the world, says the London Express. In the Atlantic, but far its busy highway, stand the Faroe Islands, midway between Scotland, Norway and Iceland. Though long forgotten in their northern solitude, these islands may yet play as great a part in the world's future as they have played in its past. The Faroe Islands are twenty-six in number, and only half of them are habited. They were discovered by Floke, a Norse pirate, in the ninth century; he realized, in his primitive way, their importance as a naval base, and placed many sheep upon them. These sheep flourished and increased to such an extent that the islands were called after them, "Fare," being old Scandinavian for sheep, and "eo," standing for island. Norway next became the legal owner, then Denmark. In 1803 a British cruiser captured the islands without opposition, but in 1814 they were abandoned as worthless, and a Danish colony they have been ever since. It was here that Columbus first heard of America, which had long been known to the inhabitants, who had reached the New World by way of Iceland and Greenland.

It is at Sudero, the southernmost of the group, that coal is found in the largest quantity. The island which is some thirty miles long by twenty wide, is much broken up by fjords and mountains. It is in reality one great block of coal, estimated at millions of tons.

The largest of the fjords leads to a landlocked bay in the very center of the island, completely hidden from the outside by hills a thousand feet high. Here large ships can be at anchor in as fine a natural harbor as the world possesses. From all sides of the bay, hills rise gradually, with blocks of coal cropping up through the grass-grown surface. Here and there the islanders have dug out a little for their own use, but beyond these small holes nothing in the way of mining has ever been attempted, though surveys which have reported favorably on the excellent quality and fabulous quantity of this neglected wealth have frequently been made. As a coaling station Sudero is unique. Nowhere else in the wide world is the mineral without which the warship is but a floating hulk found ready to hand and inexhaustible. Here truckload after truckload could actually be shot into the ship's hold from the pit-head. Nothing beyond a quay, some mining plant, and perhaps some dredging is necessary, for nature has done the rest.

Geographically, the position is one of vast importance—barely forty-eight hours' run from the Lizard. A fleet with such a base could command the channel, North Sea and Straits of Gibraltar, though every home port were blockaded. Seen from the sea the islands are strikingly picturesque. All are mountainous, with deep fjords, and in many cases great cliffs rise a thousand feet or more straight from the water. A rich green grass clothes the treeless summits and slopes on which flocks of tiny sheep still graze. The climate is mild, and varies little in summer or winter, for at the latter season the waters of the Gulf Stream, to which the islands owe so much, flow warm from tropical America. Though the islander today is a well-conducted, courteous individual, he was till recently as lawless as his Norse ancestor, of whose piratic fame he still loves to sing. If any man may claim to be the hero of the islands it is Thomas Askram, king of smugglers. Appropriating an uninhabited island, he formed a depot of goods contraband elsewhere. As opportunity offered, he disposed of these in Scotland. Many are the thrilling adventures told of the hero, and great is the contempt of the islander for the stranger who has never heard of him.

Last year the American railroads transported 60,000,000 tons of grain of all kinds, wheat, corn, rye, barley and buckwheat, while the transportation of anthracite of hard coal was 95,000,000, or 50 per cent more than that of all the grains collectively. Coal, which is the easiest and least expensive item of freight to handle, furnished the railroads of the United States with their chief tonnage. The figures of anthracite coal transportation are greatly exceeded by those of soft or bituminous coal transportation, which amounted last year to 200,000,000 tons; that is to say, about one-fifth of this total freight tonnage of American railroads is in bituminous coal, and nearly 30 per cent of the total freight tonnage of American railroads is in coal, hard and soft.

Architects, consulting engineers, owners and persons interested in the subject of protective paint for steel structures, will receive a handsome card illustrating several eighteen story steel structures upon which Dixon's Silica-Graphite Paint has been used, if they will send their address to the Joseph Dixon Crucible Co., Jersey City, N. J. The card also contains suggestions for specification of the paint, and its well known durability has led to its specification and use upon many immense steel viaducts, bridges and manufacturing plants all over the world.

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STRIKE OF ANTHRACITE MINERS.

The officials of the United Mine Workers have carried out the instructions of their executive committee and have ordered a strike of the miners in the anthracite coal fields of Pennsylvania, effective Monday, September 17, 1903. The prevailing impression among the operators and of the coal trade cognizant of the facts, is that the onus of the trouble which has been brewing for some weeks, must be laid at the door of officials of the U. M. W., who are largely drawn from among the bituminous miners of the West. The grievances as claimed by the miners, could be presented to the representatives of the operators, quietly discussed and some arrangement or agreement reached, or in the event of disagreement, could be arbitrated, but the obstacle to this or any other proposition emanating from the miners is that the union must be recognized. As this has met with a flat or tacit refusal on the part of the operators, there is apparently no hope for a peaceful termination of the trouble. It is plainly evident that the majority of the men are opposed to a strike and it may be that a fair proportion of these will not go out, in which event there may be serious friction, probable conflicts and crime, but the mines will be operated if sufficient men appear.

The following is the text of the reply of the operators and owners of mines to the demand made by the miners:

"The United Mine Workers and their leaders are composed of soft coal men not familiar with conditions of the anthracite mining. The association of our men with the soft coal districts we believe to be antagonistic to the best interests of the men and our own. The soft coal interests would reap the benefits of any troubles or strikes caused by that organization in the anthracite region, and our judgment in refusing to confer with these foreign interests is confirmed by the methods they pursue. They are making many misstatements, apparently to mislead the miners and the public.

"First—That the earnings of the mine workers have been reduced. "The facts are that the scale of wages has not been reduced in over twenty years, notwithstanding the numerous periods of business depression and repeated reductions in the soft coal mining regions, which enabled the soft coal operators to mine at such low cost as to take away a large percentage of business formerly supplied by anthracite coal. Not only has there been no reduction in wages or earnings of the men in the anthracite region but advances have been made in a great many mines to meet changing conditions, and it is a fact that this year anthracite labor has been more fully employed, getting more days work and consequently larger earnings than has been possible in many years. In some collieries the miner is paid by the car and the price is fixed, depending on the character of the vein and size of car, and must of necessity be a different price at different collieries. Other collieries pay by weight and the price is fixed on the basis of paying so much for a quantity sufficient to produce a ton of prepared coal after going through the breaker. This takes as much as 3,200 lbs. in some cases. The price paid is based on the ton of prepared coal, but the full weight is seldom realized.

"Second—The statement of the Mine Workers that the market prices of coal are higher than in many years, is not true. The average prices are not higher now than in recent years and are much below the prices received in 1892. The profits of the business have decreased largely, due to the increased cost of mining coal from lower depths and longer distances underground, and have also been materially decreased, due to the rise in price of materials used around the collieries. This has affected all of the companies very severely. As to their demand that we increase the price of coal to the public in order to increase their wages—we cannot do this under existing conditions and retain the market for anthracite coal against bituminous coal. A strike and suspension of mining would have a very injurious effect on the anthracite trade, losing trade to bituminous coal that could never be recovered.

"Third—Regarding the powder question. It is true that the price charged the miner for powder is much above its present cost, but the question as presented by the agitators is very misleading. The wages of the miner today is not less than it was agreed it should be when the price of powder was fixed. In other words, the price of powder was agreed upon and is used as a basis of arriving at the rate paid the miner for coal mined, and a miner paying \$2.75 per keg for powder, receives in net earnings as much for his work as the miner paying only \$1.50 per keg in other districts. Any reduction in powder price is equivalent to an advance in wages.

"Fourth—The statement that the necessities of life have advanced in price 30 per cent, is also untrue. A careful comparison recently made in the mining region of prices covering a period of ten years, shows that prices are generally lower than they were then and also as low as they were two years ago.

"Fifth—The statements in regard to the 'company stores' are also untrue. None of the large companies such as the Delaware, Lackawana & Western, Lehigh Valley, Reading, Lehigh & Wilkesbarre, Coxe Bros., Delaware & Hudson, or Hillside Coal & Iron Co., have any connection with nor do they collect for stores. The men are paid in cash between the first and twentieth of the month for the preceding month and no compulsory collections are made for stores and doctors from the miners. The policy of the companies for a long period has been to discourage any connection with the company stores. It is a fact that a small percentage of individual operators run so-

called 'company stores' in connection with their mines. This is usually due to the fact that the mines are isolated and the stores are run for the convenience of the men. No compulsory trade is allowed. Regarding the semi-monthly pay, there has been no refusal to comply with the law where a request has been made by the employees. The statement in regard to being compelled to employ a 'company doctor' is also untrue. The companies not only do not force the men to use the services of doctors, but they contribute large sums of money annually for the support of hospital and relief funds. The operators have always met their employees and accorded them courteous treatment and patient hearing. Our inability to grant a general increase of wages should not be a cause for a strike. The other demands of this foreign organization are unreasonable and could not be considered under present conditions. Wages of miners average from \$2 to \$4 per day. In fact the rates paid for mining labor compare favorably and are as high, if not higher, than paid for the same class of labor by railroads and other industries.

"Sixth—The United Mine Workers of America are trying to mislead the public by making false statements of membership. Our investigations show that not over 10 per cent of the labor employed in the entire anthracite region are members of this organization and only a small proportion of the members desire a strike. The conservative element among our employees do not sympathize with the strike movement. We would be pleased if the conditions warranted a general advance in wages. Unfortunately they do not. We feel that the organization of United Mine Workers is liable to precipitate an unfortunate and costly struggle between us and our employees who have in the past met and discussed and adjusted grievances without dictation from outside influence. Years of experience and practice have made the wages and basis in the different anthracite mines practically uniform in the net wages earned by the miners. Under the present circumstances we feel our position to be fair and just. We do not court a strike and would gladly avoid it and trust that our men will consider carefully before being led further along by promises that can never be realized. Our position is taken after due deliberation and we believe is for the best interests of the workman, his family, the business interest and ourselves."

OHIO COAL IN GERMANY.

The following paragraph, summarizing the results of a test of American coal by the management of the State railways in Bavaria, is translated from the Allgemeine Zeitung, Munich, by Frank H. Mason, Consul General at Berlin:

"Experiment with American coal have been made during the past week by the managers of the Bavarian State railways. The coal was from the mines in the state of Ohio and resembled in many respects German coal from the Ruhr district, although it was somewhat lighter and had, besides the advantages that it made no slag (cinders), but burned to the last atom into ash and created very little smoke. The locomotives worked admirably, and a locomotive heated with such coal is prepared to make a very long run. These advantages are, however, to be offset by the very high price of the American coal. It costs per ton delivered at Munich 26 marks (\$6.19), while the Ruhr coal can be had for 18 marks (\$4.28) per ton. There is also to be considered the fact that the American coal, during its four weeks' journey and repeated transshipments, loses a considerable percentage. At the mines it is loaded on cars, at the seaport it is put on shipboard, at Hamburg or Bremen it is again loaded into cars—by all of which it is broken and suffers a considerable loss in weight. In consequence of all these disadvantages, the general use of American coal on German railways is, under present conditions impossible.

"This may be true as far as concerns Bavarian railways. In order to reach Munich, American must be shipped by rail across the entire German Empire. This, after crossing the Atlantic at the present exorbitant freight rate, naturally puts it out of reach as a railway fuel in the interior of the Empire.

"The important fact revealed by the Bavarian experiment is that Ohio coal is recognized as superior to the best German coal for locomotive fuel; in other words, that it belongs to the highest class of steam coals, and its present prohibitive cost in this country only shows the necessity of a new class of colliers under the American flag, which will land bituminous coals from Pennsylvania, Ohio, Virginia and Alabama at European seaports for a net selling price of \$4.50 to \$5 per ton."

ELECTRICITY FOR SAFE LIGHTING OF COAL MINES.

In the early days of coal mining, the only light available was that of the candle, and this is the case in Cornish mines at present, remarks the Engineering Magazine. Old colliers will tell you that they can always detect the presence of gas more quickly in their working places with a candle than with the ordinary safety lamp, and that they can always clear it off in a few minutes by fanning with their coats, the candle standing on the ground meanwhile, out of harm's way, the gas collecting near the roof. But mines are very different now from what they were in the typical old collier's days. Explosions in those days, when they did take place, were only local, and did little harm, beyond burning the clothes and skin of those near. In these days, an explosion often means the loss of hundreds of lives, and the wrecking of the mine, so that though many colliers are still worked by naked lights, either candles or small oil lamps, the number is becoming less every year, the pressure of mine inspectors being constantly directed to the adoption of safety lamps.

But the ordinary oil-burning safety lamp gives out a poor light, and it must not be used in any position much out of the vertical, or it goes out; and moreover, it is not a perfect safety lamp in the proper sense of the term, inasmuch as any one of the numerous forms will become red hot and explode, if it is exposed to a sufficiently powerful current of an explosive gaseous mixture for a sufficient time. Hence great efforts have been made to develop a portable electric lamp which shall take the place of the present safety lamp, at the face of the coal and in those parts of the mine where it is not considered safe to use lamps from the ordinary electric service.

At Neponset, near Toulon, Ill., a 4½-foot vein of excellent coal has been found and a shaft will be sunk at once. The vein is ninety feet from the surface.

THE COAL FIELDS OF NORTHERN WASHINGTON.

A short time ago that section of the state of Washington lying north of the Northern Pacific R. R. where it crosses the Cascade mountains, clear to the international boundary line, a distance of approximately 100 miles, a large portion of which is included in the Washington Forest Reserve, was explored by Mr. Israel C. Russell of the Geological Survey, with a view to learning something definite of the geology of that region. Mr. Russell's report on this trip has just been published, and contains some interesting and valuable suggestions, particularly to prospective miners for gold and coal.

Of the coal in that vicinity the report says: "The most valuable of the mineral deposits here claiming attention are the coal seams in the Roslyn sandstone. At the town of Roslyn a shaft of 628 feet in depth has been sunk, and from its bottom an extensive series of galleries excavated in the main coal seam, which is five feet four inches thick. The coal is bituminous and highly valuable for generating purposes. At the Cle-elum mine, in the eastern outskirts of the village of Cle-elum, a shaft 250 feet deep, begun in 1894, reached a seam of coal 4.5 to 5.5 feet thick. In July, 1897, a drift had been carried eastward from the bottom of this shaft for 60 feet, another westward about 600 feet, and another northward about 300 feet. The dip of the strata exposed in these workings is south at an angle of 14 degrees. The output of the mine at the date just stated was 125 tons per day. This coal seam is not the same as that worked at Roslyn, but occurs at a higher level in the geological series. At a locality in the hills about two miles north of Cle-elum, the Ellensburg Coal Mining Co. has worked another coal seam in a small way by means of a drift starting at the outcrop of the coal and running eastward about 600 feet. The coal is there four feet thick.

"The total output of these mines, but derived mainly from the workings at Roslyn, was 231,534 tons, with a value of \$485,520 in 1895, and 481,710 tons, with a value of \$1,027,209 in 1896.

"Tests made by means of a diamond drill conducted by the company operating the Roslyn mines, show that coal of workable thickness and good quality underlies an area measuring a square mile or more in the valley of Yakima, to the southeast of Cle-elum. This area extends to the Yakima river, but whether it occurs to the south of the river, as might reasonably be expected, has not been ascertained. Coal outcrops in the valley of the main trunk of Teanaway River, to the north of Roslyn and Cle-elum, but no mines have been operated in that region. Examinations for coal have been made on First Creek, near the north end of Green Canyon, at the head of Williams Creek, on the west side of Table Mountain, and on Naneum Creek, a southward-flowing stream which has excavated a canyon like valley in the more elevated portions of the Table Mountain plateau. Coal seams have been found at each of these localities, but not in commercial quantities. Whether these examinations have been sufficient to demonstrate the absence of valuable coal seams is not known to the public. Several openings have been made in search of coal near Camas Land, along the Peshastin, below the mouth of Camas Creek, and in the valley of the Wenatchee, but thus far without success. It does not seem, however, that any of these tests were sufficiently extended to demonstrate the absence of workable seams."

PRIMITIVE METHOD OF COAL MINING IN CHINA.

Coal deposits in China are said to be the largest in the world, and Herr von Richthafen, the famous geographer, estimated the anthracite coal deposits in the southern portion of the province of Shanghai at 630 milliards of tons. But these are only a small part of China's wealth of coal, more especially in the provinces of Shangpi, Hunan, Shantung, Szetschwan and Yunnan. The deposits in the two latter provinces seem more especially to tempt the French. The Manchurian coal deposits are already, to a great extent, under direct Russian control.

Mining coal in China is far older than in Europe, more especially in the western and northern part of the Chinese empire, where it dates back more 1,000 years. That the manner in which the Chinese exploit their coal mines is entirely out of date goes without saying. In the vicinity of Peking there is, according to the reports of certain travelers, a coal mine worked on a somewhat larger scale for the imperial palace, but otherwise the owner of the land where coal is found, generally confines himself to breaking it for his own private use, selling a little perhaps to his more immediate neighbors.

Still there are mines, which, with the most primitive working, yield some 200 or 300 tons a year. The Kaiping coal mine is, of course, an exception to the rule, being worked on a large scale, in completely rational European manner, with an output of 600,000 or 700,000 tons of coal a year. These mines, which are under the management of a high mandarin, supply the coal to the Chinese railways.

COAL FIELDS OF OREGON.

The coal fields of Oregon have several times been explored by representatives of the geological survey, and a number of reports on their extent, character and quality have been printed from time to time. The geologist most familiar with these fields is Professor Joseph S. Diller, who, by the way, is now making researches in Oregon. One of the reports of Professor Diller dealt with the coal fields of western Oregon, including those of Nehalem, Yaquina and Coos Bay, and from this report the following extracts are made:

"The coal fields of Oregon, so far as yet known, all lie west of the Cascade range, and north of Rogue River. Most of them are among the mountains generally known in Oregon as the Coast range, but others occur at the western foot of the Cascade. Four fields will be noticed—upper Nehalem coal field, in Columbia county, the lower Nehalem coal field in Clatsop county; the Yaquina coal field, in Lincoln county, and the Coos Bay coal field in Coos county. Traces of coal have been found in many other parts of the state.

"The upper Nehalem coal field is in Columbia county, within the drainage of the upper portion of the Nehalem River. It extends northeast and southwest a total length of about 13 miles, and has a width of one to two miles. The coal of this field is exposed upon the fork of Pebble Creek, the east fork of the Nehalem and the Clatskanie."

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Wm. Thomas has opened a coal office at Springfield, Ohio.

J. C. Storr has sold his coal business at Olivet, Mich., to Webster, Co. & Co.

The retail price of hard coal at Moline, Ill., is \$7.75 per ton, soft coal \$3.25 per ton.

C. A. Olsen has purchased the coal business of the Hawkeye Fuel Supply Co., Sioux City, Iowa.

J. E. Malone, Owatonna, Minn., has sold his coal business to J. T. Clark, who will hereafter conduct the business.

J. E. Dutcher is making extensive improvements and greatly enlarging the storage capacity of his yard at Poughkeepsie, N. Y.

The contract for furnishing the schools at Maynard, Mass., with coal for the coming season has been awarded to W. F. Litchfield.

The contract for supplying coal for the county buildings of Essex County, Mass., goes to Geo. W. Pickering, of Salem, and the Atkinson Coal Co., Newburyport.

The contract for furnishing 1,500 tons of coal to the county infirmary at Toledo, Ohio, has been awarded to Brown & Scofield, at \$2.45 per ton for Massillon coal.

The board of electric light commissioners of Watervliet, N. Y., met last week. Bids were opened for supplying 400 tons of Pittston coal. The proposals were: T. S. Wotkyns & Co., \$3.30 a ton; Harry F. Andrews & Co., \$3.25 a ton. The contract was awarded to Andrews & Co.

H. L. Barton, a coal dealer with offices at 52 Dearborn street, Chicago, was arrested Sept. 12th, on warrants sworn out by City Sealer Quinn, charging the delivery of under-weight coal orders. Warrants are out for a number of other dealers who are believed to be defrauding their customers. H. Levi, an agent of the city sealer's office, has procured evidence against the dealers, and wholesale arrests are threatened unless the dealers provide full-weight loads.

A Calumet, Iowa, correspondent writes: "Coal is now selling in Calumet at \$7.50 per ton and there is every likelihood of its going up. Paul P. Roebuck, the local dealer, has his new yards banked high with all the coal the enormous place will hold and is shipping it out in loads as fast as the orders come in. The rush has hardly begun as yet, but the wise people are getting the winter's coal in good and early and will evidently have plenty of time to get later in the season when the price has advanced. There are now 14,000 tons of coal for family use in the yards near the Lake Shore freight yards."

WHERE AND HOW COAL IS NATURALLY COKED.

Both in America and Europe numerous deposits of coke, made in nature, furnace, and of better quality than the artificial, have been discovered. Such have been formed by molten lava bursting through coal beds. The process of conversion into coke under such circumstances is called by scientists "contact metamorphism."

One of the best known deposits of this nature is that at Fungkirchen, Hungary, where the coal bed was not only penetrated, but also largely flooded over by the lava, which actually also insinuated itself into the coal strata. In some places pieces of coal are found intact, imbedded in the lava. Similar fragments of lava are met with embedded in the coal. As a rule, however, wherever the lava had come in contact with the coal the latter was changed into coke.

Recently in Mexico large coal deposits have been discovered which bear a striking resemblance to that described. The coal fields of Santa Clara have suffered extensively from the breaking through of lava. In the clefts and sand and stone imbedded. The volcanic stone forms a thin covering over the coke. Here, too, pieces of lava are sometimes found in the center of a coal mass and vice versa.

The first discovery was of a comparatively useless layer of mixed coke and lava, but later a good coke bed of from seven to ten feet thick was found safely packed in beneath a thin covering of lava, but not mixed therewith.

It is usually soft coal which has thus been turned into coke, but occasionally a bed of anthracite coke of about three feet thick is met with. Such deposit is generally betrayed by a glassy lava covering. Occasionally in the same bed there are alternate pockets of coal and coke separated only by a clay layer of a few inches thickness.

Natural coke is of a dark gray color, of fine composition—much closer than oven coke. It is no more difficult to light than is anthracite coal, and therefore, furnishes an excellent fuel, which when burned up leaves only a very small amount of white ashes.

The non-coal-producing countries of the world are: Turkey, Norway, Holland and Roumania, in Europe; Egypt, and the whole of North Africa, Ceylon, Persia and Corea in Asia, Brazil, Argentina, Chili, Uruguay, Cuba, Peru and Mexico in the Americas.

WESTERN COAL AND COKE NOTES.

Near Redfield, Iowa, coal prospectors have struck a three-foot vein of coal. Further tests will be made.

The McLean County Coal Co., Bloomington, Ill., is erecting a new office building in that town at a cost of about \$15,000.

A number of new mines have been started in the vicinity of Saginaw, Mich., and will be hoisting coal before snow flies.

W. A. Maxwell is sinking a shaft at Coos City, near Marshfield, Oregon, which is now down some 90 feet and near the coal. Full development will be made.

The new Rough Rider shaft of the Coal Bluff Mining Co., Terre Haute, Ind., north of the old Pratt mine, is under construction by a full force of men.

Between Grand Mound and Centralia, Wash., a shaft to the coal is being sunk by E. A. Baldwin, of Montana and R. V. Pearce and George Lawrence, Olympia.

Cleveland, Ohio, capitalists have leased the Green Hill coal mine at Sullivan, Ind., from G. W. Leach and will make extensive improvements to the property.

At Aladdin, near Cheyenne, Wyo., the shaft in which a fire has been burning for several months was plugged up and the miners are now taking coal from another entry.

It is stated that a new shaft will be sunk on the Gibson Coal & Mining Co.'s property on Four Mile Creek, near Des Moines, Iowa. J. B. Gibson is president of the company.

Mr. C. J. Devlin, general manager of the big coal mining concern at Toluca, Ill., is buying the mineral rights under land near Magnolia in Putnam county, and will, it is said, soon commence to develop.

The Des Moines (Iowa) Leader says: "The railroad mines in this district are now working night and day on railroad contract coal. All the coal companies are short of miners. This is because of the success of the companies in securing new railroad contracts and the increase under renewals of old contracts in the amounts to be supplied."

At Nevada, Mo., it is reported that the operators of the Vernon Coal Co.'s mines have allowed the demands of the miners for an eight-hour day and five cents more a ton for mining, and the striking miners have resumed work.

The topworks at shaft No. 1, at Toluca, Ill., were burned down last week, which necessitates the mine being idle for some days, or until the repairs can be made. It was very unfortunate, happening just at the commencement of the fall trade, but coal will be hoisted before September 15.

It is reported, Sioux City, Iowa, coal dealers are doing a good business just now in shipments of both hard and soft coal to the country. Outside of the regular sales of steam coal the city business this month has been very light. The fall orders for hard coal for domestic use have been few.

The Frederic Coal Co., one and a quarter mile east of Avery, near Albia, Iowa, is one of the busiest places in the county these days. The output is hauled from the mines to Avery where it is loaded on the cars for shipment. Seventeen teams find steady employment, and they make six trips a day, hauling an average of forty bushels to the load.

It is reported that the Northern Pacific will build into Thermopolis, Wyo., and tap valuable coal fields near that city. Eight thousand acres of coal land north of that place have been filed upon by Henry Cottrell, who will give out no information as to his purpose. He is, however, in the employ of the Northern Pacific and the supposition is made that the road intends to build into the coal fields.

There is a great scarcity of labor at the mines both in Washington and British Columbia. The introduction of Chinese labor in the Canadian mines some time ago, forced hundreds of white miners out of employment. Many of them left for Nome and other Alaskan mining camps, and now that the Chinese are found to be unsuited for mine laborers, efforts to get the old miners back are meeting with poor success.

The new mines opened in Indiana so far this year are as follows: Island Valley Coal Co., two, in Greene county; L. T. Dickason, one, near Linton; Hoosier Coal Co., one, two and a half miles west of Linton; Black Creek Coal Co., one, two miles northwest of Linton; Co-Operative Coal Co., one, at Victoria, near Linton; Midland Coal Co., one, seven miles north of Linton; Torey Coal Mining Co., one, at Grant, Vigo county; Pilazer Coal Co., one, at Seeleyville. Five of the new mines are on the new Indiana Southern Railroad.

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EASTERN COAL AND COKE NOTES.

Three men were seriously if not fatally injured in a riot growing out of strike trouble at the mines in Old Forge, near Scranton, Pa., last week.

The contract for a 500 foot shaft, which will tap the Lemon vein of coal at Ehrenfeld, Cambria county, Pa., has been let by the Webster Coal & Coke Co.

The Washington (Pa.) Reporter say: "The coal test well on the Neely Wright farm, just below Claysville, has been drilled and reveals a coal stratum of six feet."

The extensive Lloyd Bituminous Coal Companies, whose headquarters are at Altoona, Pa., have accepted orders to ship coal to Mediterranean ports. Heretofore these orders were filled with coal from England.

A sixteen-foot vein of fine quality anthracite coal has been discovered on the farm of Daniel Lenhart, in Center township, near Morristown, Berks county, Pa. The length of the vein is not known, but is supposed to extend to the mountain, a considerable distance away.

The Elizabeth (Pa.) Herald estimates the amount of coal now loaded and ready for shipment at 19,000 bushels. It further says that the river coal combine is buying all the sawmills it can get hold of along the Monongahela river, that it may have the needed facilities for turning out coal craft more rapidly."

Mr. G. B. Markle, Hazleton, Pa., one of the largest individual anthracite operators, is reported as saying last week that he would under no circumstances, recognize the Mine Workers' Union, but was willing at any time to meet committees of his own employes for the consideration and settlement of grievances that may be presented.

The Scranton (Pa.) Tribune says: "President W. V. S. Thorne of the Delaware Valley & Kingston R. R. Co. was in Scranton recently, in conference with president George B. Smith of the Erie & Wyoming and other officials of the company allied with the new road. Mr. Thorne was seen at the Jermyn and expressed himself sanguine that the Delaware Valley & Kingston road will be a reality before the winter of 1901."

The Kirk-Wood Coal Co., Cleveland, Ohio, has just paid \$200,000 for 700 acres of Youghiougheny coal land near Monongahela City, Pa., and the mines will be located on the Monongahela branch of the Pennsylvania Railroad. The first shaft will be sunk next week and a start made on the company houses, and it is expected to have the mines in operation in three months' time.

Dr. J. B. Keaggy, Greensburg, Pa., is taking preliminary steps toward developing the coal under his farms immediately southwest of that place. The contract has been awarded for sinking four 8-inch test holes for the purpose of ascertaining the location of the coal and the basin of the vein. One hole has already been drilled to a depth of 60 feet and passed through two veins of fine limestone, one of which is 15 feet thick. It is expected that the coal will be reached at a depth of 90 feet and that a shaft will be sunk where the basin is located.

A special from Pittsburg, Pa., says: "The Castle-Shannon Railroad Co. has sold a controlling interest in the concern. The deal includes 51 per cent of the stock of the railroad, the incline and mines and coal properties. The original promoter of the road, D. M. Hays, is the purchaser and is known to be acting for some capitalist or corporation. \$1,000,000 will be spent on improvements."

A special dispatch from Shamokin, Pa., last week says: "Fire is raging in the Neilson shaft, operated by J. Laigdon & Co., of Elmira, N. Y., and the fear is expressed that the mine will have to be flooded to extinguish the flames. The Neilson colliery has been particularly unfortunate and it is the general belief that if flooding the colliery is necessary the colliery will be abandoned."

Anthracite operators in the Shamokin, Pa., district say: "The present agitation for a conference will be of no avail. The operators will not meet the United Mine Workers as a body. If a strike must come, the quicker it is fought out the better it will be for all concerned, and, realizing that the mass of our men do not want to cease work, it would seem that the strike once called will, if it materializes, be of abortive nature."

Auditor Walker of the Bismarck, Washburn & Great Falls Railroad, says that as a result of the lignite coal tests made at Fargo, N. D., the road will sell 20,000 tons of coal in that town this winter from its mines north of there, and owned by General Washburn of Minneapolis.



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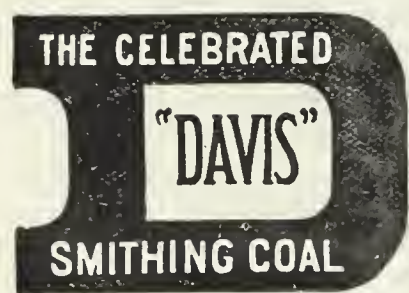
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SOUTHERN COAL AND COKE NOTES.

The Texas Coal & Fuel Co., Weatherford, Texas, is preparing to sink a new coal shaft and open another mine at Rock Creek.

W. M. and W. C. Kendall, have sold to Pennsylvania capitalists 1,600 acres of coal and timber lands, on Elk Fork, in Morgan county, Ky., for \$14,000 cash.

The Cambridge Coal & Coke Co. has been incorporated at Wheeling, W. Va., with a capital stock of \$5,000, by J. T. D. Strother, Edgar C. Rucker, F. L. Morein and others.

The Dunn Coal & Coke Co., through its president, F. T. Lee, of Lynchburg, Va., has conveyed to the Virginia Coal & Coke Co. all its lands near Coeburn, in Southwestern Virginia for \$125,000.

Tennessee produced nearly a million tons more coal last year than in 1905. That ought to be an industrial object lesson to the South, especially as practically the whole of it was used at the factories of that state.

The Merchants Coal Co., T. J. Boswell, president, Baltimore, Md., has purchased and will develop 7,000 acres of coal land at Howesville, W. Va., electrical mining machinery, modern tipples, etc., will be installed.

Contracts for 200,000 tons of Walker county coal, to be shipped to New Orleans, via the Southern Railway's Mississippi River barge line, have been entered by operators. The coal trade of the state was never in a better condition.

West Virginia's coal output for 1899 was nearly 18,000,000 tons, an increase of 1,500,000 tons over the preceding year. More coal is being mined this year than ever before, and the total product will go above the 20,000,000-ton mark. Scores of new mines are being opened and miles of new railroad are being built.

The Chesapeake & Ohio road is negotiating with the Egyptian street railways for large shipments to Alexandria. The total amount of coal dumped at the Chesapeake & Ohio pier for the month ending Aug. 3, including coastwise and foreign, was 231,680 tons, which breaks all previous month's records by about 50,000 tons.

The Century Coal Co., organized last November with a capital of \$1,000,000, is proceeding with the development of its 10,000 acres of coal lands in Harbourside and Upshur counties. A single shaft with capacity of 300 tons is expected to be in operation in two months, and developments will eventually increase this output to 48,000 tons per day.

There are about fifty coal mines in Tennessee. The coal measures of the state embrace nineteen counties. The land is an elevated plateau; beneath the soil is a bold bluff of conglomerates, about seventy feet in thickness, and under this are the coal seams. These vary to a great degree in different localities. The coal formation is usually divided into upper and lower measures, the dividing bed being the main conglomerates. The Sewanee seam, so long and favorably known as a steam and coke making coal, belongs in the upper measures, and is in the southwestern part of the field.

A coal famine now threatens the colony of Newfoundland. The establishment of a large smelting enterprise at Sydney absorbs the greater part of the Cape Breton output, and the failure of Reid's mines leaves the colony without any local product. Sydney coal has advanced 30 per cent, and there is probably not enough to supply the winter's demand.



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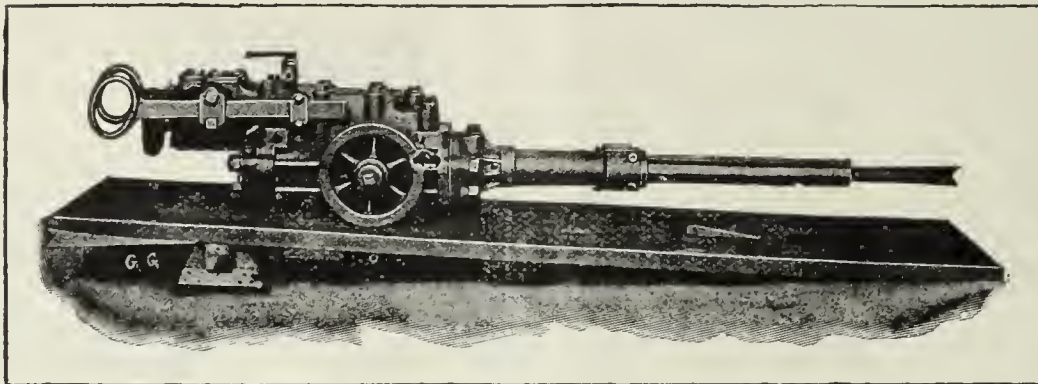
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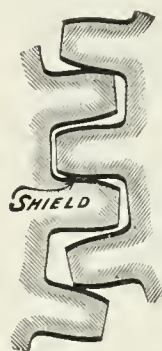
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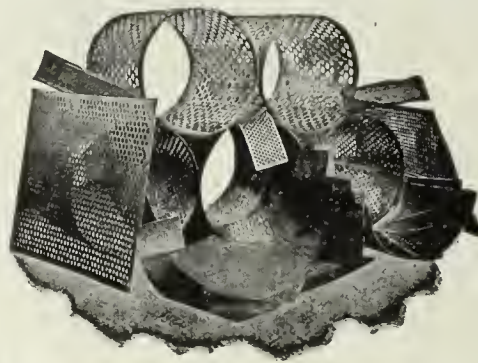
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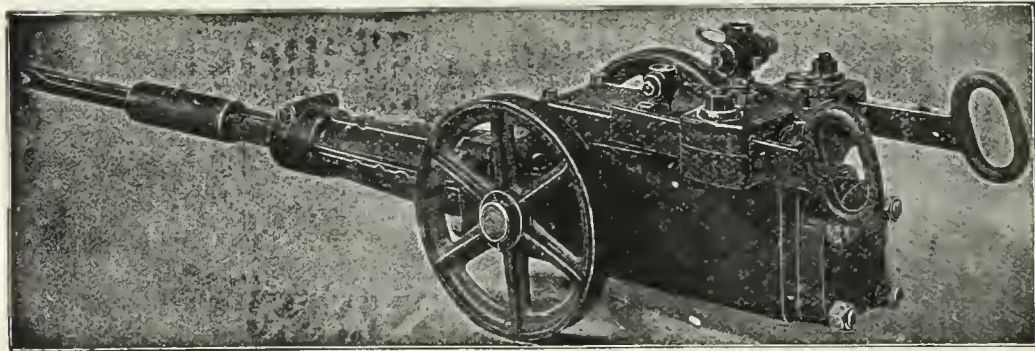
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VOL. 25. SEPTEMBER 22, 1900. No. 12.

MARKET REVIEW.

As the suspension of work at the anthracite mines now involves fully 65 per cent of the productive capacity and may be complete in a few days, it becomes expedient to ascertain what, if any, are the chances of getting operators and miners together. As the mine owners have declared that they decline absolutely to recognize the U. M. W. union, it is perhaps not worth while to consider that point, but they have, and do now, claim to be willing to receive and talk with their employes about certain alleged grievances, some of which are trifling, or of a local character only, while others, in all fairness, should be discussed and adjusted; among these may be included—bi-monthly payments, employment of check weigh man and an advance in the wages of inside and outside labor. These are proper matters for arbitration, providing the companies cannot settle with the men themselves. But before there can be any possible systemized meeting of the employers and employes, the officials of the U. M. W. insist upon the recognition of the union and that all conferences and discussions be conducted in their presence and be participated in by them. As before stated the operators declined to meet the miners except as individuals, the result is a deadlock, miners and men are idle, capital is deprived of its earning power, and thousands of innocent parties are perforce out of work and will be until matters are settled. There is little doubt that if the operators had been apprised, through the recognized channels, that employes had certain grievances which they wanted redressed, they would have received the attention they deserved, and unquestionably will receive proper recognition as soon as their men voluntarily cease to be led by officials of the

U. M. W. The cessation of work in the anthracite fields has thrown thousands of railroad men out of employment, clerical help of all kinds is, or soon will be, idle, city railways will cease running regularly, and all on account of the arbitrary action of a few labor leaders.

Anthracite coal throughout the west is active at all distributing points and due as much to the sudden advance as to the strike by which it was caused. From towns and cities far and near there has been a continuous inquiry and demand for coal, from which it is apparent that many dealers had continued procrastinating until the last moment and then discovered that the source of supply was closed. The general advance which was put into effect to deter the trade from ordering coal had the contrary effect and thousands of dealers wanted coal and wanted it in a hurry. It is evident that the gravity of the situation is not fully appreciated. There are some 400,000 tons of anthracite on the docks in Chicago which is normal for this time of the year, the heavier receipts being ordinarily between October 1 and the close of navigation. Receipts of coal from now on by lake or rail will be nominal, or none at all, for the remainder of the season, providing the strike remains unsettled. This will apply to the upper and lower lake region generally. The current circular is \$6 at wholesale for the domestic sizes and \$7 at retail, with prospects of a further advance shortly.

Bituminous coal is now quite active and prices have responded to the impetus imparted by the quickened demand, being much firmer on nearly all kinds. The strike situation in the anthracite districts has toned up the market wonderfully all through the West and on Eastern coals there have been some advances, with further rises promised for the near future. Much complaint is heard in regard to the car supply and as a very large number of outside dealers supplied from the head of the lakes and Lake Michigan have only just woke up to the exigencies of the situation, the result is there is an actual shortage of rolling stock, box as well as flats. This was rather more than hinted at in these columns a month ago. The shortage is accounted for by the necessary repair work by railroads getting the tracks in shape for winter and heavy movement of small grain.

Coke begins to show improvement for foundry purposes. There is already some inquiry and demand for crushed coke as a substitute fuel for anthracite.

Our New York representative reports that the situation in the anthracite coal fields has been the all-absorbing topic of conversation. It is estimated that about 30 per cent of the miners are at work and the tonnage going forward is on that basis. Naturally prices are higher, both wholesale and retail, and the anthracite interests are endeavoring to stop speculative buying by selling only to regular customers as far as possible. During the early part of the week there was a great rush of buyers to the Eastern metropolis, with a view of getting under cover, in this. Every precaution is being taken by the companies to check speculative buying, because already there is at least 75 per cent of the production cut off, and no orders are to be accepted by agents until approved at headquarters, should the suspension become general further provision will have to be made. Soft coal on the seaboard is in great demand, though shipments are much curtailed by the poor car supply, every available empty having been sent to the anthracite mines, so that producers have been considerably hampered, and bituminous is scarce. Producers who have free coal are now obtaining from 25 cents to 40 cents advance per ton, indicating that a speculative market may soon be created. New York harbor trade shows a large demand which is difficult to supply just now. Transportation from mines to tide is slow, and car supply very irregular and short fully 50 per cent of requirements.

Buffalo advices are that there is some anxiety in anthracite circles as to how long the trade can stand the suspension of operations by the miners. Shipments of coal by lake from Buffalo for the week aggregated 35,880 tons, distributed as follows: Chicago 18,500 tons; Milwaukee, 6,600 tons; Duluth-Superior, 3,500 tons; Racine, 1,800 tons; Lake Linden, 1,700 tons; Manitowoc, 1,200 tons; Gladstone, 700 tons; Toledo, 700 tons; Green Bay, 600 tons, and Sault 380 tons. Bituminous coal is more active and grows stronger as demand increases.

EASTERN OFFICE OF THE BLACK DIAMOND.

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The general attention of the anthracite coal trade during the week has been almost entirely directed to the labor conditions at the mines, and to ascertaining accurately the extent of the coal strike. It is found so far that, with slight exception, the Schuylkill miners are all at work and nothing at the moment would indicate that these men will go out. In the Lehigh region probably fifty per cent are at work, while in the Wyoming region all the men are out with the exception of two collieries of the Pennsylvania Coal Co. Briefly the situation is summed up that thirty per cent of the men of the entire coal fields are at work, and the tonnage coming forward will be on about this ratio, though it is likely that the collieries now running will increase their output to the fullest extent wherever possible, and in this way bring the output pretty close up to 2,000,000 tons a month. The opinion is that if the number of strikers are not augmented in the next week the strike will not be a long one, but as there is a likelihood of more men going out from day to day, the battle may last longer than either the men or operators would care to see. Most of the companies have considerable stocks of coal on hand, as all available rolling stock was used in the last few weeks to increase their supply, and, with what coal is still coming forward, is thought to be sufficient to supply the trade for some months to come. No one seems to care to sell coal, however, as nearly all interests have considerable tonnage booked and prefer to take care of their regular customers as far as possible, though we hear of one or two of the companies selling coal at \$5.00 f. o. b. for stove and nut. It is also understood that some of the individual concerns are asking 25 cents above these figures, though it is thought no great quantity is sold at these prices, as most dealers have enough stock on hand for present needs and are only ordering additional stocks where they can get same at the old figures, or for speculation purposes. The past few days saw quite a rush of buyers to New York, with the view of getting additional orders booked, even though some of them are known to have enough coal on hand for three or four months ahead, though occasionally there is a dilatory buyer who regrets having waited until the last moment, as he finds it difficult to get his wants supplied. The retail trade is active and dealers are taking advantage of the rush and are advancing prices on mostly all new business. Six dollars, and in some instances \$6.50, we understand, has been obtained for prompt delivery.

In the Atlantic seaboard soft coal trade there is a great demand for coal, but the shipments are cut down considerably by the car supply, which in the last week has been affected to a large extent by the anthracite situation, all main line roads that have anthracite affiliations, having put in all the cars the anthracite colliers could take without consideration of the needs of the soft coal operators. This, of course, has left them bare, at times their supply running considerably under 50 per cent of their reclamations. This has produced rather a serious aspect, putting the soft coal trade on the way to its condition of last fall. The producers of the better grades of coal are at their wits ends of how to supply their customers, a great proportion of them are in distress and some of the shippers are in the position where they are only able to supply coal to those who are about to shut down their works for want of fuel. It is thought that now that the anthracite situation has developed itself that things ought to better themselves, though there are people who say it is incapacity on the part of the railroad management. The railroads themselves say that the general business of the country is such that they cannot move it, and lack of motive power is also given as a reason. We know of coal that has been out in considerable quantity for three or four weeks and this would rather indicate that the railroads are simply tying up their facilities with or without cause. Where producers have not sold up their entire product they are reaping an advance of 25 to 40 cents a ton which would seem to indicate that a speculative market was again becoming effective like last fall but it is thought that the general trade is opposed to that sort of thing and have more control of their business this year to curb it, at least to a greater extent. There has been some talk of the bituminous miners going out in sympathy with the hard coal miners. This is, of course, possible but there are many reasons that it is not probable or likely. Trade in the far East is calling for a large quantity of coal and the urgent orders on the books from this territory are large in the aggregate. Along the Sound consumers are anxious and seem to be getting in the short state of last year. New York Harbor trade shows a heavy demand. All rail business is increasing though it is not up to other consuming territories, but, on the ratio of increase, will soon be there.

Transportation from mines is very poor, coal taking a week and over to reach tide. Car supply has been extremely variable and has not averaged over 50 per cent of what has been asked for at the mines. In the coastwise vessel market vessels are in fairly good supply and freight rates are quoted at 90 cents to Boston, Salem and Portland; 75 to the Sound; 110 to Gardiner and towage; 100 to Lynn; 105 and towage to Saco and 95 to Portsmouth from Philadelphia. The further lower ports are about 10 cents above these figures:

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.75 on the better grades. New York harbor, \$2.55-2.75 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

SEPTEMBER 20, 1900.

There is of course a sharp sizing up of resources in anthracite circles, to see how long the trade can stand the fight that is ahead. As a rule there is not much comfort in the operation, for none of the companies have any surplus worth mentioning here and the reports from the east are such that there will be a disposition to send most of the output in that direction. Already there is a report that the price has advanced in New York and at once the local press begins to sneer that if anybody loses money in the strike it will not be the "coal barons."

There is quite a general sentiment in the trade itself, from what appears that the men should have been given most of what they demanded with the exception of the recognition of the union, which nobody wants to see done. As this was the main point at issue it is quite likely that the strike would have been ordered anyhow.

At last reports the Reading men were nearly all at work yet. The agency reports that there has not been any dispute with the company's employees. It pays better wages than the average, charges market prices for explosives and has no company stores. Still it is expected that the other strikers will carry the Reading men with them.

Part of the men in the mines of the Delaware & Hudson and Coxe Bros. staid at work, but they are not expected to stay. Some coal is still going West by lake, but this will cease soon.

The prediction made this week by a vessel agent, long in the business, is that there will not be much coal sent West again till November. The fact is that there is much more surplus anthracite in the West than anywhere else, so there will be no special reason for shipments in that direction.

Following are general anthracite prices: Grate, \$4.25; egg, stove and chestnut, \$4.50; pea, \$3, all per gross ton on board cars at Buffalo or Suspension Bridge.

Buffalo local anthracite, per net ton from trestle: Grate, \$4.00; egg, stove and chestnut, \$4.25; pea, \$3.00, with \$1.00 additional for d. livery.

The amount of lake shipments for the week is 35,880 tons, distributed as follows: Chicago, 18,500 tons; Milwaukee, 6,600 tons; Duluth-Superior, 3,500 tons; Racine, 1,880 tons; Lake Linden, 1,700 tons; Manitowoc, 1,200 tons; Gladstone, 700 tons; Toledo, 700 tons; Green Bay, 600 tons; Sault, 580 tons.

Freight rates as follows: Chicago, 30 cents; Milwaukee, 30 cents; Duluth, 30 cents; Racine, 35 cents; Lake Linden, 35 cents; Manitowoc, 30 cents; Gladstone, 30 cents; Toledo, 25 cents; Green Bay, 30 cents; Sault, 30 cents.

There is any amount of speculation over the chance of the strike affecting the soft coal trade, but there is really so little anthracite used in manufactures that it can have but small influence on the soft coal situation.

The bituminous trade continues strong, dealers gaining confidence as the demand improves. There is little or no coal accumulating, and though prices are not very strong there is no expectation of a decline.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars; steamboat fuel, delivered on board, \$2.80.

The Pittsburg & Buffalo Co. has opened an office in the Prudential building with J. F. Morlock sales agent. The officers of the company are all members of the Jones family, well-known heavy soft coal operators in the Pittsburg district, who sold out to the combine and then reinvested in coal lands. The word "coal" does not appear in the name, as they have large brick and stone interests. Mr. Morlock is senior member of the East Buffalo coal firm of Morlock & Voss. This firm will not be given up, though Mr. Morlock will for some time give all his time to the new business.

CONNELLVILLE, PA.

SEPTEMBER 18, 1900.

The Courier says: "The coke trade of the Connellsville region is upward bound again. That the gains being made the past two weeks in production and output are not the mere fluctuations of an unsteady market is evidenced by the fact that the operators are beginning to fire their idle ovens and to run their plants six days a week. Demand has picked up to the point where it could not be supplied with the greatly curtailed output of August."

The firing of a small percentage of idle ovens in the region was made necessary by the booking of orders chiefly outside of the regular channels of trade. The Western, Eastern and Valley furnaces are not using any more coke than they were during August, and likely less, because several stacks went out of blast on September 1st and the curtailed output of pig iron is destined to continue until the 1st of October at the least. With the 1st of September there were booked many orders for foundry coke. This grade was not so much in demand during the late spring and summer months because overproduction was felt by foundrymen before the iron manufacturers had an inkling that drastic measures would be necessary to keep their market up to high water mark of the year. Now the foundries are first to give signs of returning activity all along the line in the iron world. A great demand is noticed for crushed coke for domestic use and some of the orders state to be used as a substitute for anthracite coal.

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.80
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.00	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.01 1/2
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

Pennsylvania's production of anthracite coal last year was 60,418,005 tons, and of bituminous coal 74,150,175 tons, a total of 134,568,180 tons.

CHICAGO MARKET.

The strike of the anthracite coal miners has caused such a demand for coal that the companies' agents have been instructed to advance the wholesale price to \$6 and the retail figure to \$7, in order to shut off the demand from dealers and consumers, but apparently the higher figures have been an incentive to purchasers in lots of five thousand tons down to one ton, and all expect to get under cover. In this they will be mistaken and the majority find that there is now no inside figure such as obtained a couple of weeks ago, when prospective buyers laughed at the idea of trouble in the anthracite coal fields. It seems that the "tie-up" is more general than had been expected and that only a few large mines are in operation. None of the great collieries in the Wyoming and Shenandoah Valleys are working. Suppose all the mines in the three fields are closed by the end of the week—then what? None of the operating companies, with probably one or two exceptions, are willing to recognize the miners' union, and as that is said to be the primary object of the strike, what will the miners do? They cannot remain indefinitely idle, while the operators, for several months at least can afford to wait and will not be the first to make a break towards a settlement, while it is very certain the union leaders will not be able to maintain an army of 140,000 men and boys during that period—what will follow? Of course it must be, and probably is understood, that a vast body of idle men in one industry will of necessity cause people in other lines to be laid off—railroads, workshops, car shops, clerical help of all kinds, etc. And for what, pray? Because a labor union demands recognition and has taken this means to coerce employers.

The colder weather during the week together with the excitement incident to the strike, has created such a demand that many shippers have absolutely refused to give country orders any consideration; some because they have very little free coal on their docks and yards, and with a possibility of getting no more water or rail coal this side of the new year, are reluctant to fill orders of any kind. Retailers have had all they could attend to, and many of them have hired extra help, and then could not begin to clear their order books from day to day, so many small consumers had postponed buying until after the strike became an actual fact. There is little doubt that many of them will be obliged to use substitutes for anthracite probably the best domestic fuel in the world.

Bituminous coal is now quite active, the sharp weather during the week having stimulated the demand for steam and domestic varieties. The cold, together with the anthracite strike, has imparted the needed stimulus to the soft coal trade, and on all sides there are the welcome signs of activity. Inquiry and demand has been far-reaching, and not a little of it is from towns far remote from this distributing point, plainly indicating that the news of the trouble in Pennsylvania has traveled far and wide. The weakness which has been a paramount feature for months has almost, if not entirely, disappeared, and in its place there is quite a marked steadiness in prices, to which the market has long been a stranger. Some Eastern grades have been advanced 15 cents to 25 cents per ton, and further rises in the circular may be looked for October 1. The only grades which are in somewhat heavy supply are slack, screenings and fine coal generally. Hocking coal will be advanced at end of month, and shippers are not anxious for new business, while some are limiting orders to five car lots. West Virginia and Maryland smokeless coals are in much better demand than supply, and if the anthracite strike is at all prolonged there will in all probability be a further curtailment in the receipts. The outlook at present for all grades of soft coal is very bright.

Coke begins to show improvement; inquiry is better and demand is becoming more active. Crushed coke as a substitute for hard coal shows quite a demand.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.					
ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Grate.....	\$5 75	Carterville washed nut.	\$2 25	Blossburg	\$3 65
Egg.....	6 00	DuQuoin.....	2 50	Cumberland	
Stove.....		Wilmington.....	2 50	Piedmont	
Nut.....		Spring Valley.....	2 50	Lilly	
Grate from yard or dock.	5 75	Riverton, Marion	2 25	Sonman	5 50
Egg, stove and nut from	6 00	and similar grades	2 25	Birdseye Cannel.....	
dock or yard.....		All Spgld. district	2 25	Falling Rock Cannel.....	
Domestic sizes at retail..	7 00	Penwell and Pana	2 25	Cannelburg.....	3 25
		Alton district.....	2 25		
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 55	Pocahontas	Lump and Egg..... 4 00	Connellsville.....	.5 25 @ 5 50
Sullivan county, Ind.....	2 25	New River		Pocahontas.....	5 25
Sullivan county, Ind., nut.....	2 00	Ocean		New River.....	5 00
Island Ind.....	2 30	Montana.....	3 25	Fairmont.....	5 00
Island nut.....	2 00	Winifrede Splint.....	3 25	Elk Lick.....	5 00
Coxville, Clinton, etc.....	2 00	Thacker ".....	3 25	Gas House.....	4 25
Hocking Valley, Ohio.....	2 85	Raymond ".....	3 25	Charcoal per bushel.....	18
Carterville, Ill.....	2 25			Crushed Coke.....	4 80 @ 5 25

The board of public works of the city of Evansville, Ind., will receive sealed proposals at their office, in the city hall, until 2 o'clock P. M., Saturday, September 29, for the furnishing and delivering coal for all city purposes, coal furnished by the city for charitable purposes, and coal for crematory. Separate bids for crematory.

PHILADELPHIA, PA.

SEPTEMBER 18, 1900.

The anthracite coal trade, as was expected, is in a very active condition, due to the strike in the hard coal regions. Dealers from all points are making a rush for the companies' offices in the hope of getting a little extra tonnage booked to tide them over the present difficulty, though it is thought, that most of them have enough stock in their yards to last them at least six weeks. Occasionally, however, a dealer is met with who has been only buying from hand to mouth, and his present urgent needs necessitate his paying the advance the selling interests are asking. The Philadelphia & Reading today issued the following circular f. o. b. cars at the mines to their line and city trade. Orders, however, are accepted subject to their ability to ship during the month of September: Schuylkill white ash broken, \$2.60; egg, \$2.75; stove and nut, \$3.00; pea, \$1.75; buck, \$1.25. Shamokin egg, \$2.90; stove, \$3.15; nut, \$3.00; pea, \$1.85; buck, \$1.25. Lorberry & Schuylkill red ash broken, \$3.35; egg, \$3.25; stove, \$3.55; nut, \$3.25; pea, \$1.85; buck, \$1.35. Lykens Valley red ash, broken, \$3.50; egg, \$3.60; stove, \$4.10; nut, \$3.55; pea, \$2.00; buckwheat, \$1.85. This is an advance of 25 cents a ton on all sizes of the various grades. The other companies, we understand, are making similar advances. Local dealers have advanced their price 50 cents a ton on all sizes, and in some instances even higher prices are paid where prompt delivery is asked. So far as can be ascertained, the labor troubles are chiefly confined to the Wyoming regions and part of the Lehigh. The Schuylkill miners being practically all at work, and with this tonnage permitted to come forward, it is thought that stocks on hand are sufficient to supply the demand for at least two months to come, though buyers are allowed only just what coal they need to meet their requirements.

The soft coal trade has developed considerable activity during the week. Shipments, however, are not as large as operators would like to see on account of the shortage of car supply, which has been very unsatisfactory for some time, and the situation seems if anything to get worse instead of better. While many reasons are given as the cause of this the difficulty has been brought about chiefly by the anthracite strike and the general increase in all lines of business. All the available cars for some week have been put into the anthracite fields, regardless of the urgent demands of the soft coal producer, with the result that they have had to take what has been left over, and coal in consequence has been running through but slowly. This is causing a condition where consumers in many instances are threatened with having to close down their plants shortly for the want of fuel unless more coal can be forwarded promptly. All the producers have a quantity of orders on their books, and on the better grades of coal are considerably behind on their shipments. Prices are firmer than they were on all grades of coal, showing an advance of 25-40 cents a ton, and it is believed that they will go still higher.

Transportation from mines to tide is slow, and coal taking from one to two weeks to run through. Car supply is about 50 per cent of the requirements. In the coastwise vessel market vessels are in better supply and rates easier. We quote as follows: To Boston, Salem and Portland, 90; Sound ports, 75; Portsmouth, 95; Gardiner, 110, and towage; Lynn, 100; Saco, 105, and towage.

SAN FRANCISCO, CAL.

SEPTEMBER 15, 1900.

There have been the following deliveries of coal this week: Four from British Columbia with 12,290 tons; two from Washington, 8,500 tons; one from Oregon, 400 tons; one from Swansea, 2,756 tons; total, 23,946 tons. We are short this week fully 5,000 tons from the amount absolutely needed, which will force us to draw from the small reserves now in yard. The near approach of the winter months, will of course, create an increased call for fuel for domestic use, for this we are very poorly equipped, but there is yet ample time to make provision for same within the next thirty or forty days, by shifting their shipments from steam to domestic grades. The absolute control of the fuel market is in the hands of five colliery proprietors in British Columbia and Washington, as the sparse arrivals of foreign grades cut no figure whatever in this market. Crude oil is proving a substantial leaning post at this critical season, and is serving to establish a uniform value for all fuels, and there seems no disposition on the part of well owners to increase their present standard prices. With the numberless wells now being sunk in different sections we may well feel assured that the quantity produced will increase for several years to come. Hence it will eventually become one of the main factors, in making the market price for fuel locally.

PITTSBURG, PA.

SEPTEMBER, 19, 1900.

Prices remain firm and the demand for soft coal is vigorous.

The anthracite strike will not effect the local trade unless coal is shipped to the railroads that are known to be producers of anthracite. The loss to Pittsburg coal men, caused by the sinking of laden coal craft, has been unusually heavy during the past season, and as most of the river coal interests have been combined, being absorbed by the Monongahela River Consolidated Coal & Coke Co., that concern has to account for a good sized loss. Rivermen who have been on the Ohio River for years say that the past season must have been disastrous because of the loss brought about in that manner. When the river was at a good shipping stage reports came in almost daily of coalboats, barges and flats, laden with coal, that were sent to the bottom through some mishap. Figures of the season are difficult to obtain, as only the coal combine officials know just what loss has resulted. Early in the year, however, it was announced that in addition to the dividends on the preferred stock of the company, a dividend on common stock would be declared. For some reason this has never been done and the failure to do as was announced is said to be that the profits for the season were not as great as was expected.

The River Coal Co., the fuel end of the Union Steel Co., of Pittsburg, purchased this week about 1,500 acres of coal land in the fourth pool of the Monongahela river, at an estimated cost of about \$400,000. The company will shortly begin the erection of coke ovens.

CINCINNATI, O.

SEPTEMBER 19, 1900.

Trade here continues quite satisfactory to all concerned except the Pittsburg Coal Co., which is now compelled to buy coal to supply its regular trade and contracts. The retail business of the city is fairly good and improving, and from all indications, prices are fixed for the remainder of the season. All kinds of lump coal sell for \$3 a ton delivered in the heart of the city, and \$3.25 a ton in the suburbs and on the hill tops. The wholesale trade is also in good condition, especially the rail department of the business. The river dealers are getting short of coal. It will be recalled that the Ohio river was particularly freakish this year in the matter of furnishing transportation for the great coal products of Pennsylvania and West Virginia, and the market generally started in the low water season with less than half a normal stock afloat in the river. The Kanawha shippers have been favored a little more than the Pittsburghers, but now even the Kanawha coal is getting quite scarce here, as the Pittsburghers are compelled to buy Kanawha coal to keep their trade together. Prices wholesale have not advanced, but every day is expected to bring about higher prices for coal afloat. The better grades of Kanawha lump bring 7½ cents a bushel readily, and nut and slack ranges from 5½ to 6 cents a bushel. All rail lump is quoted at \$2.50 a ton, and there is little if any cutting of prices. Nut and slack is worth \$1.75 a ton on cars here. The only change in existing prices this week is in anthracite. The retail price of this commodity was raised from \$6.25 to \$6.50 a ton delivered. The dealers disclaim that the great strike had anything to do with the action, and refer to the fact that it was announced at the time of the last reduction, that the reduction was to be in effect only during the month of August, and was made for the express purpose of inducing buyers to "lay in" their hard coal while it was cheap, while hauling was easy, and while the dealers were not rushed with other orders. Apparently the scheme was quite successful, and a large tonnage was handled. A canvass of the local dealers in anthracite elicited the fact that but little interest is taken here in the strike. This is not, strictly speaking, a market for hard coal. The great bulk of fuel used here is soft coal, and of the quantity of hard coal used, much of it has already been bought and delivered. Of course, if the strike is of any length it will result in higher prices here, but most of the dealers have on hand what they call ordinary stocks, and they do not seem to care what the outcome of the strike may be.

SEATTLE, WASH.

SEPTEMBER 17, 1900.

Coal is becoming a very scarce article, which is due largely to the fact that the Renton and Leary mines are idle on account of a strike. Only a small proportion of the men are out. The men are expected to return in a body in a day or two. Throughout the Puget Sound district the miners are uneasy and dissatisfied with their conditions, so that further trouble is looked for.

The Northern Pacific Railroad is soon to begin the construction of new bunkers at Tacoma, similar to the electric conveyor bunkers now in operation. They will have a capacity of about 12,000 tons.

Owing to the great scarcity of coal but four ships are chartered at the present, one being tied up on account of the strike at Leary.

The May Flint, which was reported in letter of September 1st, sank in the harbor at San Francisco with the largest cargo of coal ever shipped from this port. She collided with a schooner in the harbor, and then drifted onto the ram of the battleship Iowa, which split her in the middle. It is thought that part of the cargo will be raised, which will be a God send to San Francisco, as they are sadly in need of coal.

Prices on coal have been advanced slightly, and unless the troubles at the mines are speedily adjusted, a farther advance may be looked for.

Coal shipments from Tacoma and Seattle, Washington, for the week ending September 15, 1900:

Name of Vessel.	Port of Destination.	Net tons.
Columbia.....	Honolulu.....	1,500
Jno. C. Potter.....	Honolulu.....	1,400
Occidental.....	San Francisco.....	2,000
Jabez Howes.....	Honolulu.....	1,500
		6,400

WHEELING, W. VA.

SEPTEMBER 20, 1900.

The report of operations in the Fairmont region for the month of August, shows a very decided falling off in coal production for that month.

In the Norfolk & Western region, the loss of domestic trade has been very largely made up by the demand for coal for shipment abroad. The Flat Top and Pocahontas coals seem to have a very strong place in all the foreign markets to which they have been introduced, and they are of a quality to hold that advantage. In the West Virginia central region, where there has not been an idle miner for months, things are moving along smoothly, though there is not as heavy demand as was seen a short time ago. This region is also counting with safety on a good foreign trade, and its coal is going all over the world.

The strike in the Pennsylvania anthracite regions is going to make a big increase in soft coal business, and West Virginia is going to get a good share of it. West Virginia is not controlled in any section by the United Mine Workers, and coal can be mined and shipped to the anthracite customers with impunity, so far as labor troubles are concerned. This is not true of any of the other soft coal regions, and for that reason the operators are contemplating with considerable satisfaction the outcome of the strike, if it is of long duration. But that is not the only feature of the situation that is of interest in West Virginia. This state has some anthracite coal. This coal has never been developed, but geologists who have made a study of the matter, say that the beds to be found in West Virginia are quite as accessible and quite as valuable and as marketable fuel as are those of Pennsylvania whence comes almost the whole supply of hard coal. Furthermore, there are quite a number of big mines in West Virginia which get out a quality of coal that will burn in grates built for anthracite coal, and which, while of a different texture from anthracite, will serve the purpose very well in case of an emergency. If the anthracite strike should drag along for any considerable time, all these interests will be awakened, and it will be no surprise to see anthracite mines opened in this state.

ON THE WING.

Mr. Lageschulte, Barrington, Iowa, visited Chicago recently.

Mr. H. J. Fuchs, of Even & Fuchs, Dubuque, Iowa, was in the Garden city last week.

Mr. Frank Walker, of Rufus Walker & Son, Moline, Ill., was buying coal in Chicago early this week.

Mr. Ed. Brown of the Woodside Coal Co., Springfield, Ill., was buttonholing coal men in Chicago this week.

Mr. Terry, of Terry & Lewis, Galesburg, Ill., was hustling around among the anthracite men of Chicago this week.

Among Chicago's visitors recently, were Messrs. H. W. Boeger, Arlington, and John Hadsall, of Merritt & Hadsall, Genoa, Ill.

Mr. E. J. Smith, president of the West Side Lumber Co., West Side, Iowa, was in Chicago last week circulating among the coal trade.

Mr. F. R. Johnson, general manager of Logwood, De Camp & Co., St. Louis, Mo., was visiting around among the coal trade last week.

Barnett & Griffith, Lake Forest, Ill., have been awarded the contract for the supply of coal and other fuel for the University and the public schools of that town.

Mr. F. A. Cyr, Aurora, Ill., was a visitor to Chicago this week and remarked to the writer that he looked for an active condition of the coal trade this season.

Mr. D. E. Bigam, of D. E. Bigam & Son, La Porte, Ind., came to Chicago towards the end of the week and interviewed the coal trade with some satisfaction to himself.

The attention of our readers is called to the article on another page by Mr. John B. Garrett, New York, vice-president of the Lehigh Valley Coal Co. which is well worth perusal.

Mr. J. W. Bridgman, 414 Fisher Building, Chicago, sales agent St. Bernard Coal Co., Earlington, Ky., reports quite an increase in the inquiry for crushed coke for domestic purposes.

Mr. Geo. O. Morrison, Manager the Kanawha Fuel Co., Fisher building, Chicago, says: "I believe there is going to be a steady increase in the demand for West Virginia coal this season."

Mr. Warren Harman, president of the Parlor City Fuel Co., Cedar Rapids, Iowa, was making the acquaintance of the wholesale trade in Chicago this week. This firm is the successor of the Scott Fuel Co.

In a recent cablegram the news comes from England that the vessels of the British Channel squadron have refilled their coal bunkers with American coal, and that a large tonnage has been ordered to the Orient.

A new West Virginia corporation is the Fairmont Coal Mining Co., of Fairmont, with an authorized capital stock of \$5,000,000. The incorporators are A. B. Fleming, S. L. Watson, Jr., George Debolt and W. S. Slack.

Mr. E. F. Smith, Tiffin, Ohio, president of the Smith Coal & Ice Co., was in Chicago for a couple of days this week visiting around. Mr. Smith, who was accompanied by his wife, made a very pleasant call at the offices of THE BLACK DIAMOND.

Mr. H. M. Senseney, the coal man of Bloomington, Ill., was in Chicago this week, looking as hale and hearty as a "two-year old," he remarked to the writer that he felt it, too. Mr. Senseney has plenty of anthracite coal, having filled up at the first hint of trouble.

The Stockton, Cal., Mail says: Fifteen miners, including three foremen, arrived last evening from Illinois, to work in the Tesla coal mines. They form the advance guard of about one hundred more who are expected. Miners are scarce on the Pacific coast and are paid good wages.

Colonel Rend; of Chicago, formerly a prominent operator in the Pittsburg bituminous coal in Pennsylvania, and who has now extensive holdings in West Virginia, is in England with a special view of studying the probable extent of the export trade to that and other European countries.

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The S. S. Thomas' Cranage with 3,200 tons of anthracite coal for Coxé Bros. & Co., Chicago, was unloaded in 15 hours at the Clybourn avenue dock actual working time, which establishes a new record. It started with four hoists and finished up the last five hours with two hoists.

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Mr. Tom Collins Havens, one of the largest retailers in Omaha, Neb., and president of the Iowa & Nebraska Coal Dealers' Association, was in Chicago this week and reports a prosperous condition of business. Mr. Havens remarked that the membership of the coal dealers' association is making great gains.

**

Coal exports during the week were not as great as the weeks preceding it though, notwithstanding this and the lack of tonnage and high ocean freights, the demand keeps up. The principal points of shipment are to Havre, Marseilles and ports in the Mediterranean, and occasional cargos to the North of Europe.

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Our New York representative says: "The demand in the soft coal market has been very materially increased by the strike in the anthracite regions. Consumers who were not conversant with the conditions in the trade felt that the soft coal regions might be affected and in consequence rushed in orders to protect themselves."

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According to the bureau of coal statistics, receipts of anthracite by lake at Chicago, for the first ten days of September, show a falling off, while the rail receipts have decreased more than 400 cars. All Eastern soft coal has increased, as also that from Illinois, but from Indiana there is a large decrease. Receipts of coke have also decreased.

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Mr. John Guffey, Pittsburg, Pa., died September 13, 1900, after an illness of several months, aged 68 years. He is survived by five children. Mr. Guffey had always been prominently connected with the coal trade of the "Smoky" city. He was looked upon as a friend of the coal miners, and never had any trouble with them of serious consequence. His advice prevented many strikes among the miners.

**

Messrs. Ford & Frick, miners and shippers, of the celebrated Figart Run and Beaver Dam coals, report a large trade. The merits of their coals having given such entire satisfaction since their introduction as high grade steam producers and smithing coals in the trade, that the demand exceeds their output. They are, however, rapidly increasing their production, and hope with their new openings to be able to supply all demands.

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A Duluth-Superior correspondent writes: "Duluth is better equipped than any other of the big coal receiving ports, unless possibly Chicago, to stand the results of the strike in the anthracite coal regions. The amount of coal that has been received here to date, is fully up to the maximum for this period. The quantity on dock is more than usual at this time, as the shipments into the country have not been as heavy as in former years."

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The coal business of the late Fred. T. Berdan, who was drowned while sailing his yacht, has passed into the hands of Capt. T. B. Terry, C. A. Leeper, Robert J. West and H. W. Leeper for a large consideration. Capt. Terry will have personal supervision of the business. The firm is doing a very extensive business, and orders are being booked far beyond their expectations. The office is located in the Spitzer building, and the firm will be known as the Leeper, West & Terry Co.

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The United States Scale Co., of Terre Haute, Ind., shipped September 13, an 80-ton, 67 feet, track scale to the Riverside Coal Co., Saginaw, Mich., and on September 17th one of the same size to the Coal Bluff Mining Co., Coal Bluff, Ind. A 100-ton, 80 feet scale for the Minonk Coal & Tile Co., Minonk, Ill., will be shipped in a few days. Track scales for the Muren Coal Co., of St. Louis, Mo.; Maplewood Coal Co., Farmington, Ill.; Entre Nous Coal Co., Champaign, Ill., and Jupiter Coal Co., Duquoin, Ill., have also been shipped and will be erected shortly.

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The chief object, outside any political move, of the strike of the anthracite coal miners in Pennsylvania, appears to be to coerce the operators and mine owners into recognizing the organization and union, known as the United Mine Workers of America. That the strike was entirely unnecessary, is the consensus of opinion generally, and it is a great responsibility to be assumed by the leader of a great labor trust—such as this is. It is evident that just now the large coal corporations are in position to offer determined resistance and to hold out much better than the miners can.

Mr. S. C. Schenck, Toledo, Ohio, and Chicago, Ill., agent Delaware, Lackawanna & Western Railroad Co.'s Scranton coal, has purchased a strip of land fronting on 35th street and the Chicago river, and along the line of the Chicago Junction Railroad. He has a frontage of 650 feet on the river and is admirably located as regards railroad facilities, the Chicago Junction connecting with all other lines. Mr. C. L. Dering, Mr. Schenck's Chicago manager, informs the writer that it will be fitted with all modern appliances for the rapid and economical handling of coal. A better location could hardly have been selected.

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The Alaskan Magazine, The Occident and Orient. This is an illustrated monthly, devoted to the interests of Alaska and the development of the Pacific coast and its tributary regions in the Occident and Orient, published by Percival de Wolf Whitehead, 214 Monroe street, Chicago, by whom it is copyrighted. It contains a vast amount of interesting mining news of the Alaskan-Canadian Yukon district, which should be of peculiar value to those concerned in prospecting and developing companies working in the big peninsula. Mr. Whitehead will be remembered by the older firms in the Chicago coal trade as connected with the New Kentucky Coal Co.

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Mr. Frank B. Newell, of F. B. Newell & Co., Ellsworth Building, Chicago, is nothing if not original in his methods of advertising. On Thursday the coal trade was surprised to receive a postal, which read: "Three Lucky Numbers—18, 355, 459, use them all tomorrow." Many wondered what sporting fraternity had got hold of their names and what the numbers mean. On the following day, Friday, came the solution: 18 was for No. 18 Hocking, 355 for his number on Dearborn street, and 459 the telephone number and the name of the firm. The idea was to give the trade something to think about besides the anthracite trike and in this Mr. Newell succeeded.

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The New York Tribune, September 21, prints the following: The Philadelphia & Reading Coal Co. yesterday decided to take a step that will probably do a great deal to bring the coal strike to a speedy termination. That was the determination of the company to raise the wages of its employes 10 per cent. It is understood from advices received from Philadelphia last night that the advance will begin immediately, from this morning, in fact. The effect of it upon the strike situation will be far reaching, and, according to operators who were seen last night, it will tend to undermine the strength of the whole strike movement." This is Officially denied by the Company.

ANTHRACITE COAL TONNAGE DURING 1900.

The following is the anthracite tonnage during 1899 and 1900 by months to end of August:

Month.	Tons 1899.	Tons 1900
January.....	3,761,766	4,455,000
February.....	2,810,450	3,198,000
March.....	3,416,711	4,136,000
April.....	3,078,088	3,273,818
May.....	3,557,693	3,800,755
June.....	4,073,364	4,676,850
July.....	4,189,250	3,581,516
August.....	4,319,031	4,919,000
Totals.....	29,206,353	32,040,939

SOFT COAL MEN BLAMED FOR THE PRESENT CLASH.

The following letter written by Mr. Clyde Meyers, Pottsville, Pa., appeared in the North American, Philadelphia, September 8, and will be found interesting just now:

"I have read with extreme regret the two letters published in your paper written by Mr. Hawthorne.

"The impression given by those letters, especially that of yesterday, is utterly false, and you but make your paper ridiculous in this region where thousands know better. Had Mr. Hawthorne gone into the slums of Philadelphia and investigated the earnings and life methods there and described them as typical of Philadelphia as a city, it would be just as true as to take the worst examples of the coal region and call them typical. Thousands of miners in this region own their own homes, which are furnished equally as well as those of mechanics in cities.

"The Huns, Poles, etc., are notoriously careless and apparently poverty stricken in their living methods. In Shamokin, where hundreds of this nationality own good homes, they rarely have carpet on the floors, and are not at all given to the niceties of life. Many of these foreigners who are apparently slaving in poverty, have money saved; in fact, if compelled, for any purpose, they can produce money.

"It is true that conditions in the anthracite region are not what they should be, by any means, but this is not due to lack of wages, but to lack of work caused by the curtailment of production. For what work is done by the miner in the Schuylkill region, the pay is fair. There are pay days every two weeks and no company stores.

"If the coal carrying railroads would give anthracite coal the same freight rate as bituminous coal, these mines could work six days a week, and the whole situation would adjust itself. Even as it is, anthracite is regaining its place, and this possible strike is being engineered by soft coal organizers, who do not have the slightest degree of interest in the welfare of this region."

THE ANTHRACITE COAL STRIKE.

The fact that none but experts can speak authoritatively on the question of wages in the anthracite fields is, or should be, in itself sufficient to cause writers to pause and reflect before passing an opinion on the merits or demerits of the case. The surrounding circumstances and conditions in the anthracite coal fields, are of so varied a character, that what would be a fair rate or scale for one district would be manifestly unfair and out of proportion in another. Therefore, there can be no equalization of wages such as exists in the western bituminous fields. But there are certain demands which might be arbitrated or considered, such as semi-monthly payments, which, while entailing more clerical work and book-keeping, would certainly inure to the comfort and welfare of the miners and other workers, and would be of no particular import to the operators. In the matter of check-weighmen, who are to be paid by the miners, this is a proper subject for consideration, but most of the other demands are of a doubtful character, because there is lacking that specific information to determine the rights and wrongs of the controversy. Hence, in absence of direct and positive evidence judgment by the public of the other demands, should be withheld until matters are fully explained. Again, in a number of the mining companies, both railroad and independent, there have been no grievances presented, because none exist, these concerns, for the most part, are all running smoothly. From which it may be inferred that there is less unanimity among the men than has been generally supposed.

RESPONSIBILITY FOR THE STRIKE.

The strike so long threatened in the anthracite regions has become a fact, and the power of a few men, all perfectly irresponsible, to throw tens of thousands of people out of employment is fully exemplified. This is a fearful responsibility to be shouldered by a few men drawn from the laboring ranks North and South. Not only are thousands of men idle and not gaining their livelihood, but millions of dollars of capital is deprived of its earning power, and the leader of a labor union is shown to be more absolute than any monarchial country in Europe. Of course it is understood and known that formal application for leave to strike had been received from union men and placed before the executive board of the U. M. W. of A., but it is not believed that it represented the wishes of the majority of the miners, who were realizing from \$40 to \$70 a month. How is it with the operators who have their capital invested in these properties? Few, if any, are paying dividends, and yet the strikers want and expect capital to employ them at enhanced wages and continue to make absolute losses instead of gains. For years the wage scale has been the same, and yet the price of anthracite to the middleman, distributor and consumer has steadily receded. Therefore it will be readily understood why the majority of the men did not want to strike. The men as a whole, are really better circumstanced than they were 25 years ago, and in a general way they realize it. Again, there is an entire lack of sympathy among the store-keepers, clergy and others. The mercantile community, as a rule, champions the cause of the miner when evidence of a convincing character is shown that the men are right, which in this case is wanting. Furthermore, the union leaders formulated demands which they had every reason to believe would not be considered, much less granted on such short order, and they must therefore be made to shoulder the great responsibility of this strike, which it is hardly necessary to say, could have been avoided had the executive of the union exercised greater tact and conservatism. It will be hoping against hope, to expect that as the strike proceeds there will be no lawlessness, if there is it, the trouble, must be sponsored by the union leaders.

MISTAKE OF UNION OFFICIALS.

An independent anthracite coal operator, John Markle, offered to arbitrate the alleged grievances with his employes, according to agreement which he has had with his men for some time, the miners also were willing, but President Mitchell of the United Mine Workers, stepped in and forbade any arbitration which did not cover the whole field of operations. Undoubtedly this may be called the first serious false move on the part of the miners. It is clearly unjustifiable and unwarrantable under the conditions, as it is a violation of an agreement entered into between employer and employe, and Mr. Mitchell's act was arbitrary and inexcusable. By his action he has practically told Mr. Markle, who is only one of many operators, that he must get the other operators into line, for until that is done, nothing in the way of a settlement of the strike can be accomplished. If the miners and union officials continue their unconciliatory tactics, the public will realize that it is not so much a struggle for better conditions as it is for the strengthening of their organization and the extending of its power. Mr. Mitchell has made a serious mistake in not meeting Mr. Markle's overtures for arbitration, because the latter was entirely correct in the attitude taken.

REAL ISSUES OF THE STRIKE.

Mr. John B. Garrett, Vice-President of the Lehigh Valley Coal Co., has made the following statement in review of the various grievances alleged by the United Mine Workers to exist in the anthracite coal fields:

"This company conducts no stores, nor does it exert any influence upon employes to prefer one merchant above another; this, I believe, to be also the case with the large mining companies generally.

"This company employs no doctors and makes no charges against its employes for medical services to them or their families. Inquiry has satisfied me that this is also the case with the companies generally, and that the company doctor is charged for only by individual operators, and by very few of these.

"Semi-monthly pay is observed by us in a few cases, being all in which the men have demanded it. It would be observed everywhere were the demand made as called for by law. I may frankly state, however, that in my judgment, more frequent payment is undesirable for both the employer and the employe, as pay days, whenever and as often as they occur, are followed by decreased efficiency on the part of the men, resulting in reduced time, lessened output and consequently increased cost.

"The use of the word 'ton' as applied to 3,360 pounds is a misnomer; it is simply a unit of measure which might be called a car or a cartload or by any other name, and it is the quantity of the actual coal plus bone, slate and other foreign material, for the removal of which a certain payment is made under the agreed scale of wages. It was probably originally adopted as representing approximately the amount of crude material from which a ton of prepared coal could be expected, but the amount would necessarily vary at the several mines and from the same mine at the hands of different workmen.

The price charged for powder is an apparent but not a real grievance. In some regions \$2.75 per keg is charged, in others \$1.50 per keg. This of itself should be sufficient evidence that the compensation is set independently of the price of powder, as a net return for a day's labor must be essentially the same in laboring fields, whether one or the other price is charged for the powder. To illustrate: If a man is employed for a special piece of work in which powder must be used, the superintendent agrees with him as to the amount which he should earn with industry and with care of the materials entrusted to him. The value of the powder required in a day's work is added to the intended daily wage, and the sum of the two is agreed upon as the pay of the man for the work in question; thus, if a man were valued at \$2.50 per day and with due care he would use a keg of powder valued at \$2.75 in five days, the day's consumption of powder—55 cents—would be added to \$2.50 and he would be engaged on a basis of \$3.05 per day and charged with the powder used at the price agreed upon. The same method is adopted in fixing the price of work paid for by the car. Another evidence that the price of powder does not create an injury to the miner is shown by the fact that when the subject was agitated some time ago one of the larger companies offered to reduce the charge for powder to its then current value, provided the men would consent to such revision of their wages as would continue the same compensation for their labor as they had previously received under the agreement which was then operative. This was promptly rejected, showing that their purpose was to effect an increase of wages and that if this could not be obtained they preferred to maintain the apparent grievance, which could be and, has been from that time to this, used as a ground of complaint of unfair treatment."

"It is well that the public should understand that there would be no occasion for the price of powder to enter into the pay of the miners, were it not that safety of person and property absolutely requires that the operator should keep a firm hand upon both the quality and quantity of powder taken into the mines.

"Eliminating the foregoing alleged grievances from the list formulated by the United Mine Workers, nothing whatever remains but a general demand for increased pay and recognition of the order as the agency through which differences should be adjusted. That the methods of the order are arbitrary and unjust is evidenced by the inclusion in the list of grievances of matters which are purely local and apply to very few indeed of the anthracite employes, while they are put before the public as general grievances for which the operators as a body are responsible and which they have the power to correct; also by their determination to provoke tens of thousands of men to strike, who neither have, nor profess to have any grievance whatever against their employers. Under such circumstances it is not to be wondered at that employers should resist the interference and condemn such an agency as one utterly unworthy of use in the adjustment of differences between themselves and their employes.

OPERATORS DEFINE SITUATION IN ANTHRACITE FIELDS.

The September letter of the Anthracite Coal Operators' Association, New York, issued last Friday, has the following to say in regard to the labor situation at the mines in Pennsylvania: "If the miners were really an unpaid and oppressed body of men there might be an excuse for the existence of such an organization as this union. But they are not. To be a good miner requires intelligence, and this is synonymous with independence. Such a miner can, in the small number of hours he is underground, earn more money per hour with less physical exertion than any other class of skilled labor in the country. It is not by any means unusual for a good miner in the anthracite region to make net earnings of \$4 with six or seven hours' work, and do it continuously if he chooses to work.

"The coal labor difficulties never begin with the skilled miner. But the lazy and careless man who will work only long enough to give himself a bare living, will shout at any gathering where fiery elocution denounces work—good, plain, honest work—as something which the evil one has created at the express instigation of capital. No employer, more particularly no mine owner, who wishes to secure an income from his investment and personal labor can afford to underpay his employes. Such a thing more than any other would develop carelessness, and this in mine or manufactory is disastrous."

Coke is quoted by the Belgian Syndicate on 1901 contracts at \$6.78 a ton. This is the rate for new contracts.

STRIKE NOTES AND OPINIONS FROM EASTERN REPRESENTATIVES.

Coal is reported as selling in Boston at \$7.00 a ton.

Mr. J. Pangburn, Jr., reports an active trade and thinks dealers can, with their present stocks, hold out about six weeks.

Prices at Philadelphia have been advanced 50 cents a ton, and in some instances more, though coal is in fairly good supply.

Middlemen report there is no coal to be had at wholesale just now and that most contracts subject to the strike clause have been cancelled.

Prices at New York and Brooklyn are on an average of \$6.00 a ton, a few selling at \$5.75, while in a good many instances \$6.25 and \$6.50 are obtained.

Mr. Rheinbank of Rheinbank & Co., says they are getting \$5.75 per ton, but most dealers are asking \$6.00. They are selling to all comers and expect to be able to meet all demands.

Reports from Oswego state that the strike threatens a famine in that city. The big trestles there have been closed down because of the scarcity of coal, and only one firm has any coal on hand to speak of.

The new circular of the Philadelphia & Reading Co., reads: "Orders that are accepted will be subject to our ability to ship during the month of September. All unfilled September 1900 orders will be cancelled."

The Philadelphia & Reading Co., are practically getting out their fall quota and state they do not expect any trouble in their region though it is hard to say what may happen. The advance in the price of coal which went into effect will add to the miners' wages under their sliding scale agreement with the company and will strengthen their position just that much.

Reports from Altoona state that the anthracite coal operators need expect no aid from the bituminous operators in their struggle against the miners. At a recent meeting the operators of this district decided not to meddle in the troubles of the Eastern district. They are having plain sailing at present and do not desire to court trouble. They have all the orders they can fill at present and some are behind because of a lack of cars.

Mr. Joseph Greason of Brooklyn, reports that the price was advanced to \$5.50 the first of the week, but the demand since then has necessitated raising it to \$6.00 per ton to prevent indiscriminate ordering. In most instances however customers are satisfied to leave the matter entirely with them in the quantity to be sent, so long as they are provided for. He thinks that most dealers have six weeks' stock on hand and in some cases probably more.

Mr. Ely of Coxe Bros. & Co., states that all their mines are running and that they are able to take care of all their customers. While they are somewhat short handed at the mines they are making this up by longer hours and forcing the production. He believes that with the present percentage of men working a tonnage of two to two and a half millions a month will be possible, and thinks this sufficient to meet all requirements no matter how long the strike lasts.

In the retail market there has been a wild scramble for coal, but dealers generally, we understand, are only delivering in small lots, notwithstanding that the selling price has jumped up to \$6.00 and \$6.25 per ton. Dealers have fair stocks on hand and, with a conservative distribution, there should be sufficient to last a month or six weeks, though if all orders were accepted and dealers had the facilities to deliver, most of them could clean out their stocks in a week's time.

Vice-President Thorne, of the Pennsylvania, makes this statement: "We have received a statement from our mines, showing what pay miners in our employ received in the month of August. The average amount received by each miner for that time was \$52, or in other words, each man performed an average of twenty full days of work at the rate of \$2.50 a day." This schedule taken from the books of the Company, does not altogether agree with the stories of starvation of which we hear so much recently. Mr. Thorne also said that only one of their collieries was working, though he was still of the opinion that the strike would not last long.

F. F. Torrey, sales agent of the Delaware & Hudson Co., issued the following circular to the trade on Tuesday: "We regret to have to announce that the strike in the anthracite coal regions has caused a temporary suspension of operations at our mines. This has been brought on by the efforts of professional agitators, a large number of whom have been at work for several months fomenting the present state of affairs. So far as our own employes are concerned, we have never had from them any expression of dissatisfaction or any request for a change in existing conditions. We have reason to believe that the more conservative among them do not sympathize with the strike and that their influence will eventually prevail and work be resumed. It seems proper for producers and dealers in coal to carefully distribute the coal now on stock so that the general public may not be inconvenienced. We hope to make every possible effort in this direction and hope that all of our customers will co-operate with us." Mr. Torrey says they are taking care of their trade as far as possible and dividing up their tonnage to help all out alike.

There is a difference of opinion in the trade as to the amount of coal in stock at tidewater in the companies' hands, and it is difficult to estimate at the moment, as the reports in this connection up to September 1 are not yet given out, besides it would be hard to figure even approximately on the amount of coal that has come forward in the past three weeks. It is, however, conceded that stocks are large and considerably heavier than usual for this time of the year, and it is believed they will total up to at least 1,250,000 tons, which, with what coal is still coming forward, should be sufficient, if simply dealt out to meet the needs of the buyers, for the requirements of the market for the next three months. Prices naturally have been advanced more to head off a rush of orders from buyers who have a good supply on hand, and speculators, than to make additional profit. Coal, we understand, has been selling on the basis \$5.00 f. o. b. for stove and nut, though no one is selling more than will supply actual wants. The companies having the largest stocks on hand are the Lehigh Valley Coal Co., Stickney & Conyngham, Lehigh & Wilkesbarre Coal Co., and the Philadelphia & Reading.

NOTES AND COMMENTS ON THE ANTHRACITE STRIKE.

Of the 13 collieries operated by the Pennsylvania Coal Co., all but two are closed, and they may be 'ere the week closes.

The rejection of arbitration by the G. B. Markle miners was a grave mistake and it is possible that it will not be again proffered.

If the coal strikers take the advice of President Mitchell, of the United Mine Workers, they will be "law-abiding, self-respecting and quiet."

It is reported from Philadelphia that the Affiliated Trades Union is pledged to contribute \$5 to a man in support of the anthracite coal strike.

The New York Tribune on Friday, Sept. 21, says: "The Philadelphia & Reading announce a 10 per cent. advance in all wages of their employes."

The manager of the Nottingham breaker reports that an attempt to burn the breaker, the largest colliery in the anthracite district, a mile below Plymouth was made this week by two unknown men.

Chief P. M. Arthur, of the Brotherhood of Locomotive Engineers, is reported as saying that: "It is not likely that railroad engineers would refuse to haul the anthracite coal mined by non-union miners."

Many coal and switching crews of trains on the Philadelphia & Reading; Lehigh Valley; Delaware, Lackawanna & Western; Ontario & Western, Delaware & Hudson; New Jersey Central and others have been laid off on account of the strike.

Mr. W. V. S. Thorne, of the Pennsylvania Coal Co., is reported by the Wall Street Journal as saying: "We anticipate no trouble or outrages at our mines. Extra watchmen have been hired, but this is the only precaution which has been taken. I do not think any pauper labor will be imported, unless the strike should be very prolonged."

A despatch from Wilkesbarre, says: "From present indications it seems safe to predict that the railroad men will eventually take an active part in the strike from the fact that it is probable that an effort will be made to bring coal to the affected regions from the bituminous sections. In this event all members of the locomotive, firemen's, conductors' and trainmen's unions will go out."

A Wilkesbarre correspondent writes that operators in that region do not expect a speedy settlement as shown by the action of the Lehigh and Wilkesbarre Coal Co., who have posted notices at their collieries that they would not wait till October 15th to pay wages due for September work, but would pay all hands next week, and thus sever all connections with their former employes. This company employs about 6,500 men at its mines in and around Wilkesbarre. The Lackawanna Co. also began taking the mules out of the mines today. This is only done when there is a long suspension of operations in view.

A Scranton correspondent writes: "The Erie railroad is almost at a standstill. No coal is taken over the Honesdale branch and today the switching crew at that point was laid off. The Erie & Wyoming Valley, the Delaware & Hudson, the Ontario & Western and the Lackawanna system are not moving a single coal train today in any direction, the strike being wholly responsible for this condition. The number of railroaders idle in consequence reaches into the hundreds. This makes the interest of the railroad men in the strike keen, and they are willing to do everything required to bring about its quick ending."

According to a press dispatch from Hazleton, Sept. 21: "John Markle, managing partner of G. B. Markle & Co., said to-day that the mines were in better shape this morning than at any previous time during the strike. He said a majority of the company's men are working. Mr. Markle said that his employes are beginning to realize that they are being hoodwinked and made tools of by the labor leaders row here. He added that it is safe to say that nearly all his men will return to the mines during the next few days. Mr. Markle complained that the employes of the company are being intimidated and that many workmen who desire to earn a living are being prevented from doing so through the fear of bodily harm."

A twenty-two inch vein of coal at a depth of 799 feet has been struck at Atchison, Kas.

The Lethbridge (Mont.) News says: A new company has purchased extensive coal properties in that field. It is stated that Montana capitalists are the main stockholders of this company, but it is rumored here that the Great Northern Railroad is at the back of the organization. It is a well-known fact that the mines now operated by this company are failing and are unable to supply enough coal to meet the demand, and that the company is now casting about in search of new coal deposits. What makes it more apparent that the Great Northern is interested in the recent purchase, is that Lewis Stockett, manager of the Belt and Stockett mines, made a trip to these new coal fields a short time ago for the purpose of investigating the value of the deposits.

The employes of the Starkville mine, at Trinidad, of the Colorado Fuel & Iron Co., from Superintendent James McLaughlin down to the most humble laborer in the employ of the company, say the Starkville mine is now the largest in point of daily output, and best in point of equipment, of any coal mine west of Pennsylvania. The company has just completed the construction of a coke washer that represents an outlay of about \$100,000, and its capacity will be taxed with the demand for the product. In addition to the washer two large electric fans for ventilating the mine have just been put in operation, and it is said that no mine in the entire country is so well supplied with fresh air. While the daily average output of the mine is now about 1,500 tons, it is estimated that enough coal is blocked out to give a daily product of 1,000 tons a day for fifteen years without any further development work. There are now employed in and about the mine about 800 men, and they are all kept busy. These men are superintended by James McLaughlin, who is ably seconded in handling large property by James Cameron, the mine foreman.

COAL CONVEYOR.

The handling of run of mine coal, without breakage, at the rate of 150 tons per hour is a matter which coal operators will be interested in, especially those working veins on high levels.

The illustration herewith is a view of one of the Jeffrey wire rope retarding conveyers now used by The Dayton Coal & Iron Co., of Dayton, Tennessee. It is practically 500 feet in length and carries run of mine coal from the upper level to the tipple and cars located below.

The carrying side of the conveyor is lined with heavy sheet steel, in which the cable with its special flights operates.



The coal is fed into this runway and is carried along on the horizontal plane by the conveyor flights, while on the incline the same flights simply act as a check to keep the coal from running away.

A small engine is used to start the conveyor. This system is inexpensive in its first cost, has large capacity and is continuous in its operation, while the cost of maintenance is practically nothing.

The fact that it is replacing the tram car system in many places is an indication of its value where the merits of this type of lowering coal are known. For catalogue and other information, etc., address the Jeffrey Manufacturing Co., Columbus, Ohio.

NEW CIRCULAR OF THE PHILADELPHIA & READING COAL & IRON COMPANY.

The following is the circular issued by the above company, Philadelphia, Pa., September 18, 1900.

"Taking effect this date, the prices of this company's coals, delivered on board vessels at Port Richmond, Philadelphia, Pa., for shipments beyond the Capes of the Delaware, and Port Liberty, subject to our printed conditions of sale, will be as follows:

PHILADELPHIA (PORT RICHMOND).

	Broken	Egg	Stove	Chest.
Hard White Ash.....	\$3 75	\$4 00	\$4 15	\$4 15
Free White Ash.....	3 65	3 90	4 15	4 15
Shamokin.....		4 15	4 40	4 40
Schuylkill Red Ash.....		4 40	4 65	4 65
Lorberry.....		4 40	4 65	4 65
Lykens Valley.....	4 75	5 00	5 25	5 25

NEW YORK (PORT LIBERTY).

	Broken	Egg	Stove	Chest.
Hard White Ash.....	\$4 00	\$4 25	\$4 40	\$4 40
Free White Ash.....	3 90	4 15	4 40	4 40
Shamokin.....		4 40	4 65	4 65
Schuylkill Red Ash.....		4 65	4 90	4 90
Lorberry.....		4 65	4 90	4 90
Lykens Valley.....	5 00	5 25	5 50	5 50

The company reserves the right to change prices at any time except on orders entered prior to such change, and orders sent in will not bind the company until accepted.

THOMAS M. RICHARDS,
General Coal Agent.

J. L. Ingram, formerly of Carbon, has opened a new coal mine on the Boston farm, one and one-half miles southwest of Clarinda, Iowa. The coal is a sixteen-inch vein 105 feet below the surface. Mr. Ingram has had it compared with the best coal in southwestern Iowa, and finds that it beats them in quality, being 2 per cent better than Centerville coal. Mr. Ingram is a miner of twenty years' experience, and will develop the coal.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Fred Wilke has started in the retail coal business at Lyons, Iowa.

Burgitt & Sawyer have entered the coal business at Britt, Iowa.

The large coal yard of J. A. Bradford & Co., at 564 to 590 Albany street, Boston, Mass., was destroyed by fire September 15th. The machinery is a complete wreck and the total loss is figured at \$100,000 and the insurance about half that amount.

A conference of coal operators was held at Decatur, Ill., this week, to fix a uniform price of coal to small consumers. The price decided on was \$1.75 for mine run and \$2.25 for screened lump. The mines of Pana, Staunton, Taylorville, Mt. Olive, Riverton, Lincoln and Litchfield, were represented. The agreement will remain in effect until April 1.

The prices of coal in Utica and Whitesboro, N. Y., have advanced 25 cents per ton on all kinds. The new schedule was adopted at a meeting of the local coal dealers last week, and went into effect immediately. The new prices are as follows: Pea, \$4.50; grate, \$4.75; egg, \$5.00; stove, \$5.25; chestnut, \$5.25; pea and stove or nut, \$4.90. The above figures are for credit. The cash prices are 25 cents per ton less than the above prices.

S. Wilson, Jr., the Newark, N. J., coal dealer, who a month ago was awarded a contract by the West Orange Board of Education for supplying 400 tons of coal to the schools of that town, has not signed the contract prepared by the secretary of the board, and at a meeting of the supply committee of the Board of Education Monday night, the coal contract will be awarded to Berg & Holey, of Orange Valley, the next lowest bidder.

The coal firms of J. M. Payne & Co., and Barrow & Bryant, of Owensboro, Ky., have consolidated, the name of the new firm to be Payne, Barrow & Bryant. The parties composing the new firm, Messrs. J. M. Payne, T. M. Barrow and Ashton Bryant, are all capable and energetic young men, and expect to do a large part of the coal business of Owensboro. Their place of business will be at the corner of Seventh and Lewis streets.

A St. Joseph, Mo., correspondent sends in the following interesting report of trade conditions in his city: Anthracite coal is now selling for \$8.75 per ton. This has been the price since August 1. During June and July hard coal sold for \$8.50 per ton. At this time of the year in 1899 coal sold for about the same price it commands now. The price was gradually increased, until in January and February it reached \$10 a ton. Bituminous coal is selling at this time for \$3.25, although in several individual cases the price has been cut to as low as \$2.75. Some of the leading dealers refuse to sell below \$3.25 a ton, as they say they will lose money if they do. Last winter soft coal sold for \$3.50 to \$3.75. It will undoubtedly reach those figures this year. The local dealers maintain an organization, but prices were never more demoralized than they are now," said one dealer. "While some coal men will not sell unless they can make some profit there are some who are actually selling at a loss. The other day one of the local dealers received a consignment which he sold for \$5.50. When he came to figure out his profit and loss he found he was loser by a good little sum. The coal cost him \$5.30 per ton and he had to pay 25 cents per ton drayage, thus making him lose 5 cents per ton. Not only that, but he had to buy some coal from other dealers to complete his contract. The fools are not all dead in St. Joseph by any means.

Mr. L. M. Troup, Secretary of the Lincoln Social Coal Club, Lincoln, Neb., speaking of that organization, says: "We have had great success in our efforts to strengthen the trade in this city. Our list includes practically every coal dealer in Lincoln and vicinity. We believe the interests of wholesale and retail dealers to be so closely allied, that a lack of hearty support on the part of either, endangers the financial condition of both. The wholesaler has a right to demand the payment of his bills promptly, and this can be done only by surrounding the retailer with such protective measures, as business courtesy and common sense dictate. Reputable wholesalers and shippers realize the fact that the retailer should not be compelled to compete with the parties from whom he buys, 'That the trade of the town belongs to the dealers of such town who are properly equipped to supply it,' and the retailer should remember such wholesaler and shipper in placing his orders. Dishonesty and fraud always merit contempt. When the retailer becomes corrupt through short weights and other disreputable practices, by which the public, who have no ready means of protection, are robbed and imposed upon and the trade generally brought into discredit, he is unworthy of public confidence and trust, and should be forced either to conduct his business honestly, or be compelled to step aside and make room for more worthy ones."

Cannel coal is very valuable. According to Leslie, a great coal authority, cannel coal is carbon nearly free from clay and sand, while black slate, which it resembles, is charged with from 30 to 50 per cent of carbonaceous matter. Several tests will prove the difference, apart from chemical analysis. Slate is heavier than cannel coal. A splinter of slate will not blaze, but simply glow, and a piece of cannel coal will consume on a hot ember, while slate will not burn readily. The only extensive mine worked in Pennsylvania so far is at Cannelton, Beaver county.

The exports of coal from Great Britain in 1899 were 51,180,300 tons, or 18.71 per cent of the total production.

COAL OUTCROPS.

Abstract of a paper by Charles Catlett, of West Virginia, read before the Canadian meeting of the American Institute of Mining Engineers:

Probably no one has had occasion to examine an undeveloped coal property without hearing some hopeful or interested party insist that the bed will improve when opened some distance under cover. When the bed is already in good condition, the opinion is usually advanced that the same character may be expected, at least to the bounds of the hopeful individual's holdings. My attention has been called in this way to the extent to which a bed is affected by its outcrop at the surface; and I submit some observations bearing on this question.

Whatever may have been the original variations, we may assume that coal-basins presented in comparatively modern times approximately parallel beds interstratified with fire-clay, slate, sandstone, etc., under erosion.

It is obvious that such parallel and horizontal beds exist under differing conditions in their exposures to atmospheric agencies, pressure and erosion. The effect of the first is to decompose and soften many of the strata; of the second, to cause the movement of such material as was at all plastic toward the point of least pressure; and of the third, to remove the strata in whole or in part. It is obvious that the pressure is not as great at or near the outcrop as it is some distance under cover; and the tendency, therefore, would be to increase the thickness at the former point and elevate the outcrop by the thickening of the strata beneath; but the effect is not conspicuous as the material forced out is peculiarly liable to erosion. Still where beds of coal along the sides of a valley cut in substantially horizontal strata are underlain by thick beds of free clay they show a dip from the outcrop owing to this thickening of the fire clay.

The author presents a study of typical sections from a wide territory, covering Virginia, West Virginia, Kentucky and Alabama, of which six sections out of thirteen show an increase in coal-thickness of 6.45 per cent on being driven under cover; seven sections out of thirteen show a decrease of 4.75 per cent in the coal-thickness on being driven under cover; six sections out of eleven show a decrease of partings, on being driven under cover, of 30.24 per cent; five sections out of eleven show an increase in partings, on being driven under cover, of 27.46 per cent.

An examination of the sections shows a marked similarity between the seam at the surface and when opened a reasonable distance under a solid top; which was borne out by numerous other examples. Beds will vary from point to point, and will present often, without apparent reason, marked irregularities; but observation of the section shows that the changes due to the nearness of the surface alone can be recognized and allowed for, and that it is possible to form from the outcrop a very nearly accurate idea of what may be expected 60 or 75 feet under the top.

A very soft, sooty material, called by the miners "mother-coal," may pass at that distance into a coherent but friable material. It is usually exceedingly pure. Hard streaks in the coal are emphasized at the surface, and a material which is coal, but is obviously high in ash, may be found, owing to the increase of volatile and oily material, to become often of fair quality, on driving a short distance under cover, and be classed in a section at that point as pure coal. A slaty material which is very black and friable will, as a rule, pass into inferior coal, in the distance named; and, when in small quantities, would probably, in a section 50 feet from the outcrop, be described as bony coal. Hard, undecomposed gray slate, on a well-defined bed, may be expected to continue as such without, necessarily, an increase or decrease within the distance named. A plastic slate or a fire-clay, existing as a portion of the coal-bed, may usually be expected to thin very considerably within a short distance, as its section at the surface is, in nearly all cases, increased by the reduction of pressure at that point.

These views go to show that it is better to prospect a coal property by making a number of openings along the outcrop than by drifting under cover.

THE REVOLUTION PRODUCED BY AMERICAN COAL.

The output of American coal has doubled within twelve years for the total was only 116,000,000 tons in 1887. One need not speculate here on what may reach within the next ten years, but it is evident that the more it increases the larger will be the margin for export, and the larger the margin for export the more will American coal become a factor in the economics of Europe. Until recently British coal has met the competition of American coal only in the bunkers of ocean steamships. The Austrian colliers' strike, however, brought many cargoes to the Mediterranean; the high prices in England stimulated shipments to France, Germany and the north of Europe and at the present moment American coal is being delivered in London.

The largest consumption of coal is in the manufacture of iron. It is now highly improbable that this branch of home consumption will increase in the future in anything like the ratio of the past, because the United States is taking our place as iron manufacturer for the whole world. We shall, therefore, have our coal, because America will burn more of hers. When Jevons wrote on the coal question he said: "While the export of coal is a vast and growing branch of our trade, a reversal of the trade and a future return current of coal a commercial impossibility and absurdity." Would he say that now—with American iron in the Black Country, with American steel in Sheffield, with American ship plates in Scotland, and with American coal in London? If a return current of raw coal from America in persistent volume is not probable, though not a commercial impossibility, a permanent current of consumed coal in the shape of iron and steel may surely be looked for. This will gradually effect an industrial revolution, as we shall have to find employment for our energies in manufactures not so dependent on cheap fuel. This may be looking a long way ahead, yet the conditions of the problem of the immediate future relate rather to the development of the coal resources of the United States than to the exhaustion of those of Great Britain.

The strike of the anthracite miners will find many western cities and towns short supply of this domestic fuel.

THE PITTSBURG COAL FIELDS.

Prof. Edwin Linton, of the chair of geology at Washington-Jefferson college, spoke recently in the lecture room of the Carnegie institute, Schenley park, Pittsburgh, before the members of the Western Pennsylvania Central Mining Institute. His subject was "The Geology of the Pittsburgh Coal Field," and he had several maps and diagrams to illustrate his remarks. There was a fair attendance, T. B. DeArmit being in the chair. Prof. Linton said that the northern limit of the Pittsburgh coal field, for practical purposes, is at Wexford on the northern edge of Allegheny county. There it is about 1,350 feet above tide level. From that point it slopes to the south of Washington and Greene counties where it is only 650 feet above tide. All the rocks in the coal measure hereabout have this dip to the south. The measure is divided into four great series, consisting of the upper barren series, which is not met with between Connellsville and Bellvern; the upper productive, in which is the Pittsburgh coal; the lower barren, and below that the lower productive, in which are the Kittanning, Freeport and Clurion coals.

The lecturer praised the work of the second geological survey in this region, saying that numberless borings for oil wells in Washington and Greene counties, that came under his own observation had abundantly proved the accuracy of the work. In this region there is first sandstone; below are shale and clay rocks; farther down limestone, made up of shells and mud, and then the coal which is purely vegetable. The subcarboniferous limestone base in this region is about 1,000 feet below the Pittsburgh coal in Washington county. It is made up of the identical quartz sand and shells that the lecturer has seen dredged from the Atlantic coast at a depth of from 500 to 1,000 fathoms, only solidified. This, he said, shows that it was formed when this region was under salt water.

The Washington limestone, which is 250 feet above the Pittsburgh coal, is made up of the countless shells of small crustaceans found only in fresh water, so that by the time this was being deposited the region was a fresh water lake, probably separated from the oceans around, by immense swamps which prevented the larger forms of water life from penetrating into this region. The speaker says that the "great fault" supposed to exist in the Pittsburgh coal stratum in Washington county is a myth.

CANNEl COAL FOUND NEAR DAWSON, PA.

A test hole drilled near Oakdale, below Dawson, Pa., on the B. & O. R. R. and the Youghiogheny river reveals that there is cannel coal in that vicinity in a vein sufficiently large to make its development profitable, and that there is also a vein of fire clay under this vein of cannel coal which is one of the best discovered in Western Pennsylvania, if the indications hold out.

When the drill was down 57 feet a core was taken up and the company found that it had discovered a four-foot vein of fine cannel coal. Samples of the vein were taken and sent to Chemist Stewart Marshall of the Dunbar Furnace Co., of Dunbar, and the analysis proved to be most excellent. It is said that the coal contains not more than one per cent of sulphur and that it is high in fixed carbon.

The company did not stop on the first seam of coal, but are drilling on down, and are now down 265 feet. Work will be continued still further. The intention is to learn if there is or is not a second vein of coal still farther down, which it is fully believed will be thicker and more valuable. When the test hole has been drilled to its full depth, if another vein is found, the company will in all probability put down a shaft to the vein of cannel coal and begin to work it at once. In this connection it is interesting to note that just below the vein of cannel coal is a vein of the finest fire clay, which is twelve feet and four inches thick. The two veins can be worked in conjunction, something that has not been tried in the end of the state, as far as known so far.

At Kyak, Alaska, Arthur Campbell, of the Alaska Development Co., while prospecting has discovered both coal and oil.

A despatch from Cheyenne, Wyo., says miners are scarce and badly wanted, and wages higher than ever.

The mineral rights to upwards of 1,000 acres of land between Varna and Lacon, near Wenona, Ill., have been bought and the coal will be developed.

The shaft of the new mine two miles south of Leavenworth, Kas., is down to the coal, and as soon as the machinery is installed and the top works finished further development will be in order.

The Red Bluff (Cal.) News says: "On the place of Edward and William Baker, near Lacoreys, a vein of good coal was struck. If this proves to be of a large quantity it will be as profitable as striking oil."

A Hazleton correspondent reports that all day laborers about the mines of the Lehigh & Wilkesbarre Coal Co. at Audenried and Honey Brook, found a 2 per cent increase in their wages when their checks were handed to them today. One thousand men are affected. The increase is dated back to August 1, and includes all pay for that month. This was unexpected and is a great surprise to the men affected. The increase does not affect contract laborers or miners.

A correspondent at Sheridan, Wyo., writes that the Sheridan Fuel Co. has struck a fine vein of coal in its new mine at Higby. A deep shaft has lately been sunk and the coal found is of such quality that the B. & M. will use it in their locomotives. If the vein holds out, as it now promises to do, thousands of men will be employed in developing and operating the mine.

The Cripple Creek Coal and Transportation Co. have filed incorporation papers, the incorporators being L. W. Bassett, Charles H. Bryce and E. A. Sunderlin. The company is capitalized at \$250,000, divided into 2,500 shares of a par value of \$1,000 each. The company will operate in Teller and El Paso counties, Col., with the principal office in Colorado Springs. W. H. Hoagland and T. C. Kirkwood, Jr., in addition to the incorporators, make up the directorate.

WESTERN COAL AND COKE NOTES.

Mr. F. P. Loomis, of F. P. Loomis & Co., Omaha, Neb., was in Chicago last Saturday on matters connected with his coal business.

A four-foot vein of coal has been struck on the Neberger farm, near Matthews, Grant county, Ind., by the Jerry & Kaufman Mining Co.

According to the Sydney, Australia, Herald, Aug. 14, the threatened strike of the Newcastle miners has been averted, as also that at Wallsend.

A coal company is being organized at Atchison, Kan., to sink a shaft and commence mining operations where the tests are now being made.

The Northwestern R. R. system is extending its coal belt lines south of Oskaloosa westward to new mines now being opened at Buxton, Iowa.

S. J. Knight and O. B. Williams of Fairhaven, Wash., are interested in a coal mine near Lake Samish, which is reported now producing good steam coal.

The Kolb Coal Co., of Illinois, has filed evidence of incorporation; capital stock, \$6,000, capital in Missouri, \$2,000. David Wright is Missouri agent; office at St. Louis.

A valuable deposit of coal has been unearthed on the Heisel ranch in Bennett Valley, near Cloverdale, Cal. The discovery was made in digging a well at a depth of forty feet.

The new shaft at Seelyville Ind., which is being sunk by the Seelyville Coal Co., is now down about 75 feet. Another new shaft just east of Seelyville will be sunk by J. Ehrlich soon.

A three-foot vein of coal has been found on the Emil Greim farm, near Moline, Ill., and the work of operating the vein will be commenced as soon as the proper machinery can be secured.

An expert mineralogist is now making a test of the coal from Dr. Pantan's mine on the Nehalem, near Hillsboro, Ore. The discovery of a vein 11 feet thick is reported from that neighborhood.

The top works of the coal mine of the Lichtfield Mining & Mercantile Co., Litchfield, Ill., was destroyed by fire recently. The mine belonged to the estate of the late David Davis. The loss will be about \$7,000, with no insurance.

A despatch from Olympia to Tacoma, Wash., says: "The workmen employed at Tumwater on the construction of the light and power flume struck coal again yesterday, this time of an order much superior to that struck recently. Quite a vein has been uncovered and those who have seen the coal say it is of good quality."

The Board of Trade, Portland, Ore., has offered a reward of \$250 for the discovery of a vein of coal, of not less than four feet, and the coal to be of average quality, within fifty miles of Portland. This will stimulate the interest of timbermen and cruisers, and will no doubt lead to some discovery of coal within easy railroad access of Portland. This reward is limited to the state of Oregon. A committee of three was appointed to take charge of the matter.

The Black Diamond Coal Co. was organized in Florence last week by C. W. Neff and associates, and will operate in the northwest corner of Huerfano county, about 20 miles from Silver Cliff, Col. Five hundred acres are controlled by the company and men have gone to begin operations on a 150-foot slope, it requiring this amount of work to reach the coal. Two veins exist on the claim, one being a small vein of three feet and eight inches in thickness, while the other is very large, it being 22 feet thick.

William Weesner, Mack Weeks, and A. L. Thomas, of Carthage, who have a two hundred acre mining lease two and a half miles northwest of Necks City, Mo., have struck a fine vein of coal on one forty which they recently began prospecting. The coal is of good quality, so pronounced by competent experts who have tested it, and it exists in a six-foot vein covering several acres at least. Two shafts are down to the coal and several drill holes have tapped it at various points without finding its limit.

Our Pacific coast correspondent, in conversation with a coal operator there reports the latter's views thus: "Our men are paid better than are the miners in the East, and as far as wages are concerned, they have no cause of complaint. The miners are making as much as \$2.75 to \$3.50 a day, and as high as \$4 a day. Many of the miners are what may be called well fixed. Many of them have money in the bank, and they would not wish trouble, but the recent labor conventions and the trouble in the East has rather disturbed our miners. They are not agitating for an increase of salary, but for shorter hours. They propose to ask the mine owners to make a working day eight hours long and receive the same wages as when they worked ten hours a day. This is the question which will shortly confront the mine owners, and the opinion is that the reduction of hours will very materially lessen the output in coal, and increase the price.

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EASTERN COAL AND COKE NOTES.

Coke ovens to be operated under the Keneval process are to be erected at Cleveland, Ohio.

The Shawmut Coal Co. has bought 15,000 acres of coal in Elk county, Pa., for \$2,000,000 and will develop the tract at once.

The working force in the mines at Middle Cove, near Cambridge, Ohio, has been greatly increased on account of the heavy demand for coal.

W. J. Morgan, Bridgeville, Ohio, is about to open a new mine south of Bellaire, Ohio. The new operation will employ a large number of men.

The Burst mines at Smock, Pa., have been sold to the Pittsburgh Coal Co., Pittsburgh, for \$65,000. The mines were owned by Shields, Laird & Burst, of Mt. Pleasant.

The Roby Coal Co., Cleveland, Ohio, capital stock \$100,000, has been incorporated by Charles Higly, V. W. Gehring, A. L. Maurer, W. F. Maurer and James J. Roby.

Proposals are asked for furnishing 5,000 bushels of coal for the use of Belmont County, Ohio, bids to be in the auditor's office, St. Clairsville, by 1 p. m. Monday, October 1, 1900.

The Pennsylvania R. R. has purchased 40,000 acres of coal land between Plum Creek and Puckety Creek, near New Kensington, Pa., the average price being \$50 per acre, their investment calling for about \$2,000,000.

The Forsythe Coal Co., of Cambridge, Ohio, capital \$50,000, has been incorporated by C. R. Forsythe, W. R. Forsythe, H. A. Forsythe, Robert T. Scott and L. M. Hayes.

The St. Clair Coal Co. will wash the great culm banks of the old John's colliery, near Ashland, Pa., directly south of their present plant, and preparations by a large force of men are already being made. The coal will be run through the old breaker.

A report from Cleveland says, that the J. W. Ellsworth Coal Company has bought eight square miles of the richest coal land in the Monongahela Valley at Bentleyville, five miles from Charlevoix, Pa. A railroad will be built at once from Bentleyville to Monongahela.

As a result of the great strike, it is reported that several collieries around Shamokin, Pa., are to be abandoned, as the companies claim that the operations have been paying little or no profits the past year, and to keep them in repair during an enforced period would cost too much.

The Belmont Coal Co., Flushing, Ohio, has been incorporated with a capital stock of \$6,000. The incorporators are D. Stambaugh, D. W. Selway, Anna Selway, Henry Selway and Howell Selway. The mine owned by the new company has been opened on T. A. Dunlap's farm.

The Oak Ridge Coal & Coke Co. has its battery of fifty new ovens at Hastings, near Ehenshurg, Pa., about completed, and will begin the manufacture of coke as soon as the railroad company can put in a switch. To secure water for the works an immense shaft fifteen feet square is being sunk near the works. There is abundance of water.

The Evans Block Coal Co., Youngstown, Ohio, has completed the shaft to the 39-inch vein of coal just north of Bear's Den. The shaft is 150 feet deep. The company includes W. C. Chamberlain, and Reese L. Davis of East Palestine, J. Howard Shields, and Job Evans of Youngstown.

Henry Y. Haros and Milton B. Young, Pittsburg, have closed a deal for 1,600 acres of coal lands in the vicinity of Holsopple, Somerset county, and in the near future they will open mines and operate them on an extensive scale. The B. & O. railroad already touches the land and in a few months the P. R. R. Co. will have a branch line at the point. The location is ideal and the coal underlying the lands is said to be as fine as any in the whole Somerset county belt.

The Delaware & Hudson Co. is erecting a large coal washery at No. 2 colliery, near Plymouth Junction, Wilkesbarre, Pa. The foundation was laid in the early part of August, and the work has been progressing satisfactorily since. The first timbers were hoisted into place last week, and the large force of carpenters employed under superintendent of construction A. J. Shaffer is pushing it with vigor. The building will cover a ground space of 91x67 feet and will be 70 feet in height. The latest and most improved machinery will be placed inside. The coal at the above colliery is considered dirty, and the company is willing to undergo any expense to clean it, rather than have it shipped back from the market or condemned on the tracks. When completed the structure will give employment to a number of additional hands, and a portion of the large amount of coal now going through the breaker will be diverted to the washery. It is probable the work will be suspended pending the outcome of the strike now in force.



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SOUTHERN COAL AND COKE NOTES.

The strike is settled in the coal district around Jellico, Ky.

The Louisville & Nashville will build a branch road from Manchester to Pittsburg, Ky., to open up coal deposits.

The Marceline Coal Co., Marceline, Mo., wants 100 good, long wall miners. Mining one dollar per ton mine run coal.

Great scarcity of cars was noticed in the Fairmont, W. Va., region last week and affected the dispatch of coal and coke.

The Davis Coal & Coke Co. has decided to erect 100 dwellings at Henry, W. Va., its new coal plant, for use of the miners.

The Sloss-Sheffield S. & I. Co. is now constructing 150 new coke ovens at its new mines at West Blossburg and erecting a 500-ton washer.

The Palestine Coal & Mining Co., Palestine, Texas, has purchased a drilling outfit and will test its leased lands. A spur is being built to the shaft.

It is reported that operators in the Pineville district, Kentucky, have granted their men an increase, and there will be no strike in that region.

The S. S. City of Everett which left Baltimore August 30 with about 3,500 tons of coal for Galveston, was sunk off quarantine during the hurricane in the Gulf city.

Our West Virginia correspondent reports that many negro miners are being rushed into the Kanawha and New River fields from Virginia, North Carolina and Tennessee.

The Western Kentucky Asylum for the Insane near Hopkinsville, Ky., asks proposals for coal for the period of one year beginning October 1st, 1900, which will be received until noon September 25th, 1900.

A new corporation is the Wheeling Steam Co., with an authorized capital stock of \$25,000. The principal office is to be in Wheeling, W. Va. The incorporators are Johnson C. McKinley, Amanda C. McKinley, William N. Phillips, and Nehemiah A. Harring, of Wheeling, and Charles B. Alexander, of Parkersburg.

Shaw Bros., of Philadelphia, have purchased 9,000 acres of coal land in Barbour county, W. Va., last week and will at once put in one of the finest coal plants in West Virginia. They will sink four shafts—168, 212, 258 and 312 feet deep respectively—and will install an electric plant, to cost \$40,000, which will include mining machines, motors, etc.

The wages for mining coal in the Birmingham district, Ala., will remain at 52½ cents per ton for the month of September. The books of the Tennessee Coal, Iron & Railroad Co. were examined by the committee of miners the early part of this week, and upon their report as to the price at which the company sold iron is based the price to be paid for mining coal this month.

Returns filed with the Nova Scotia Government, show the Dominion Coal Co.'s output for the quarter ending June 30, 1900, to have been 1,000,000 tons in excess of that for the corresponding period of 1899. The increase was due to large sales in the United States markets.

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(INCORPORATED.)

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IN B. LUCAS, EDITOR.
S. H. A. BISCHOFF, BUSINESS MANAGER.

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MARKET REVIEW.

Our New York representative sends special dispatch Sept. 29:—"Negotiations in progress for settlement of strike on basis of 10 per cent advance in wages."

It is now stated that there are certain influences at work which may have the effect of soon ending the strike in the anthracite regions. What those influences or plans are, is not very clearly stated by those who profess to know, so that the matter has caused some surmise. It may be conciliation, or mediation, or arbitration, or resumption of work by those companies' miners who wish to work under guard, but whatever it may be, it would be welcome as the inaction is becoming irksome to many of them. But in any of these events happening it may be taken for granted that the union officials will not be accorded any voice in the companies, corporations and individual operators remain of the same opinion and determination of mind as at present. It is expected they will be ready and willing to make certain concessions which will increase the miners' earnings, when the proper time comes, is morally certain. After all is said and done it must be admitted by every one at all interested, that underlying the whole controversy is the fact, that the miner ought to be able to earn enough to support himself and those belonging to him, and to make as good a showing as the miners in the bituminous fields. But if, to do this, it is honestly admitted, that the price of anthracite coal must be increased, then it must be raised accordingly, providing that it is not advanced beyond what the ordinary consumer can pay, otherwise the purpose would be defeated. However, there is no reason to suppose that this would happen, as a fair advance in the pay of the men all over the country might be made without adding more than 10 per cent to

the present cost of the coal, at the mine—that is to say, the price paid to the individual operators by the railroads and other corporations. This could be added to the selling cost, and it would hardly be felt by the consumer. With the proper conciliatory tactics, combined with intelligent mediation and impartial arbitration wherever necessary, would bring about a settlement which would be lasting and inure to the welfare of all—operator, miner, and the public.

Anthracite coal, while still in active inquiry and demand, has calmed down from the feverishness so noticeable a feature last week, all through the Western States. This brisk demand has been accompanied by sharp advances everywhere, the head of the lakes, the "twin" cities, and at all wholesale points. In a general way these high prices have been made to head off the demand as much as possible, but in many instances and places it has had the opposite effect. There is little doubt that the market in the West is settling down to a more stable basis, now that the acute stage has been passed. Receipts of coal by lake have greatly fallen off, and if the strike is not soon settled they will cease entirely for this season. The withdrawal of coal from docks at all lake ports has been so large that some of the companies have declined further orders for the present. The wholesale price on cars ranges from \$6.25 to \$6.50, and will probably be higher if the strike gives evidence of continuance.

Bituminous coal is not only in good demand, but there is now a positive scarcity of some of the better grades, on which prices have advanced from 15 cents to 40 cents per ton, and applies with more or less force to all lake ports and large distributing points. A large share of this demand is due to the big strike in Pennsylvania, but there are other conducting causes; the advance of the season and the colder weather. It is discernible that quite a tonnage of Eastern soft coal is being diverted from the West, the result being that orders are being cut down as much as 50 per cent. There is also the usual fall scarcity of cars, and during the week there has been a general cleaning up of coal on tracks in all directions within a radius of 300 miles. There is now little fear of a return to the conditions which existed a month or so ago, for if the anthracite strike is soon settled, it will happen when there will be the usual briskly active demand for soft coal. Hence, barring the shortage of cars, the steady increase in the demand will keep tracks everywhere clear of coal.

Coke shows a better demand from the iron smelters and there is a steady increase in the inquiry for crushed coke for domestic consumption.

Our New York representative reports an uncertain condition as regards anthracite coal, and those who have stocks are becoming quite conservative in regard to sales, tonnage and delivery; sales according to urgency of order, amount restricted and delivery at once, at current prices, which are somewhat irregular owing to the situation. Some of the producing companies are not offering anthracite for sale in the open market, reserving their tonnage for contracts and their regular trade. The current shipments from mines are about 60 per cent below the normal. Much interest is evinced as to the outcome of the "Markle" matter, as it is believed it may pave the way to some kind of a settlement. There is quite a decline in the urgency of orders, and apparently the general movement of anthracite is not as freely active as it was a week ago. The Atlantic seaboard soft coal trade is active and demand greater than the supply, and apparently due to the poor supply of cars, which is less than 50 per cent of the current requirements. This has occasioned some anxiety as consumers' supplies are running low. Business is good along the Sound and demand in excess of coal supply. In the far East the coal trade is brisk.

Buffalo advices are that the general topic of discussion in coal circles is the strike, its probable duration, and the effect on the business community there. Apparently all the producing companies represented are carefully husbanding their coal. Prices are not uniform as there is a range of between 75c and \$1.25 between the lowest and the highest, over and above the regular circular. Lake shipments have fallen off to about one cargo a day, with a probable very early cessation. The shipments of coal westward by lake from Buffalo aggregated 21,060 tons, of which 1,400 tons was bituminous, distributed as follows: Chicago, 12,900 tons; Duluth-Superior, 4,200 tons; Lake Linden, 2,450 tons; Milwaukee, 1,200 tons, and 310 to the Sault. All anthracite except the 1,400 tons soft coal to Lake Linden.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

SEPTEMBER 26, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90-2.15
Rice.....	1.25-1.50

AVERAGE RETAIL PRICES.

White ash.....	\$6.00
Pink ash.....	6.25
Red ash.....	6.25

The anthracite coal trade at this center is in an uncertain condition. The great curtailment of the product, due to the strike, and the fear of the consumer that he might be obliged to go without coal, had the effect of advancing prices, where coal was to be had, to a point where dealers who have still fair stocks on hand, are in the last few days pursuing a more conservative policy. There are, however, quite a number who failed to put in their usual supply early in the season at the then prevailing low prices, who are still clamoring for prompt deliveries. There is no uniformity in price either in the wholesale or retail market. It is simply a question of the urgency of the order, and if coal is available that regulates the price regardless of what their competitors are doing. A number of the companies, we understand, are not offering any coal for sale, preferring to hold what supply they have on hand for their regular customers and filling contracts on their books while their stock lasts. The Reading is the only company that has made a public announcement of an advance in circular of 25 cents a ton. The situation at the mines is little changed since last week. All the Wyoming collieries are out, with the exception of the West End at Mocanaqua. Every operation in the Mahoney Valley, save the Lawrence colliery, is shut down. In the Hazleton region shipments have fallen off somewhat and it is thought that the present basis of shipment are about fifty per cent less than the normal. In the Schuylkill region the miners have made slight gains. The Philadelphia & Reading have now sixteen collieries in operation, though they are getting out a fair amount of coal, as they are all working full time. It is reported that quite a number of the peaceable miners are leaving for the soft coal fields, as a large majority of them were not in favor of a strike and opposed to rioting, and are not anxious to be idle for any length of time when other fields are open to them. Much will depend on Mr. Markle's answer to the grievances presented by their employes and no doubt, many of the operations now idle, are awaiting with much interest this decision, as they believe it may lead to the deciding of some of the differences and the resumption of operation. Prices in New York range anywhere from \$5.00 to \$6.25 per ton for the domestic sizes, and \$4.00 to \$5.00 for the steam sizes, though the movement of coal at the moment, is not as great as it was a week ago. This is thought to be largely due to the milder weather prevailing, as consumers feel they can hold out a little longer before starting their furnaces, and in the meantime are not buying at all or only from hand to mouth.

The Atlantic seaboard soft coal trade is showing a very large demand with a poor supply of coal at tidewater points to fill orders with. The main difficulty this week appears to be the car supply, which is cut down to less than fifty per cent of the demand. The operators in the soft coal regions cannot understand the treatment they are receiving from the main line roads on account of the car supply. With the stoppage of the anthracite mines there must be a quantity of empty cars to be had, and yet, for three weeks the soft coal producers have not received a full day's supply, and when they have remonstrated and asked for more cars they were put off with the statement that the cars on the way were making better time, but at the same time cars on the way from mines to tide were being discharged at tidewater ports, but were not being made up in equal quantity to be loaded at the mines. There is hardly a soft coal operator, who has not several orders on his books that are down to their last few days supply of coal, and he does not know how to turn to remedy it, as the supply en route must soon give out.

At this writing the Pennsylvania Railroad is making some profession of better things in the way of car supply, but for the last week or ten days they would not even do that. There is some slight demand from the steam grade anthracite users, but it has not reached any great extent at this time. It is expected that the demand will increase though the shipper hardly knows where he will get the coal to supply it, though it is believed that this anticipatory demand is having the effect of putting the market up. Trade along the Sound is very large and no one seems to be able to furnish up to the full demand. In the far East trade is brisk and the proportion of coal going there is fair. New York Harbor demand is very large and all shippers apparently are behind on orders. All rail trade is increasing largely and is up toward its old activity. Foreign trade shows some small inquiry and shipments continue to be made, though little notice is being taken of them.

Car supply is about forty per cent of what it should be. Transportation from mines to tide is very good and getting back to what it was a year ago; though it is looked upon by the shippers with a good deal of skepticism, as being only a momentary briskness.

In the coastwise vessel market vessels are in good supply but lack of coal is keeping charters from being made, and rates accordingly are down to 85 cents to Boston, Salem and Portland; 75 to the Sound; 90 to Portsmouth and Newburyport; 95 to Lynn, and \$1.05 to Saco, with additional towage all from Philadelphia. The further lower ports are 10 to 15 cents above these rates.

Prices on soft coal f.o.b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.45-2.75 on the cheaper grades, and \$2.65-3.00 on the better grades. New York harbor, \$2.75-3.00 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

SEPTEMBER 27, 1900.

There is, of course, but one general topic of conversation in coal circles—the strike—and all prospect of business in the immediate future turns on probable duration. So far the strikers appear to have the best of it, for great part of the isolated Reading collieries, where there has been no dispute between the men and the operators, are now out as a matter of sympathy with the others.

Buffalo is not without coal, though where it comes from is not so easy to say. The Lackawanna and Lehigh companies have some in stock here, the Reading & Coxe Bros. are getting a short supply from the mines still open. Delaware & Hudson agency has a small supply in cars and is making the most judicious use of it possible. As a rule, it is expected here that operators will hold out and that the men will give in after a long struggle.

It is a pleasure now to hear the rasping sound of coal going into cellars and nobody thinks of calling it dirty stuff as it lies in the street awaiting put-in man. Somehow there appears to be about as much of it going to the private store as ever.

There have been all sorts of rumors as to the local asking price of anthracite. It was first advanced 75 cents a ton, then there came a report that it was up to \$1.25, but that was declared untrue. It will therefore have to be admitted that there is no really uniform and stable price, and it may be well to postpone quotations till a more definite idea is obtainable. This may be soon arrived at, as a rule, the anthracite agents say that they are getting no instructions or advices of any kind and are dependent on the newspapers for information. The inference is that the operators have enough to contend with at best and are willing to let matters here take their natural course. There is really very little to do but wait till the strike ends.

Lake shipments have dropped down to about a cargo a day, and it is quite possible that even that average cannot be held very long. It does not appear that the West is in any very great need of coal, the only apprehension being that it will be difficult, if not impossible, to put in a full winter supply after the strike is over.

The week's lake shipments have dropped down to 21,060 tons, distributed as follows: Chicago, 12,900 tons; Duluth-Superior, 4,200 tons; Lake Linden, 2,450 tons; Milwaukee, 1,200 tons; Sault, 310 tons, all anthracite but 1,400 soft to Lake Linden.

Freight rates remain as follows: Chicago, 30 cents; Duluth, 30 cents; Lake Linden, 35 cents; Milwaukee, 30 cents; Sault, 30 cents.

All anthracite traveling salesmen are off the road enjoying an enforced vacation this fine fall weather. Nobody dares to promise any shipments.

There is, of course, much improvement in the soft coal trade on account of the strike, especially as such railroads as the Lackawanna and Lehigh have been burning hard coal to a great extent in their passenger engines. They are now using soft coal and that has cut down the surplus very fast. A dealer reports that he is 300 cars short of what he needs, and others are in the same condition.

It will be easy to increase the output of soft coal, for many of the strikers have already gone over to the Pittsburgh district, and as most soft operators pay more for work than the hard coal operators do it will be natural for them to stay there as long as they are wanted.

Following are bituminous prices: Pittsburgh lump, \$2.50; lump and slack, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars; steam boat fuel, \$2.80, delivered on board. All prices are strong.

CONNELLVILLE, PA.

SEPTEMBER 25, 1900.

The Courier says: "The coke trade continues to keep the waves of the board rippled with weekly surprises, but the undertow is steadily getting stronger and stronger in its drifting toward higher prices and enlarged production. The Connellsville region presented features last week that broadened the production but widened the scope of operations. Working time reduced and more coke ovens were fired up. The firing up of furnaces makes the outlook brighter than the output for the week indicates in the light comparison with other weeks, and more activity is expected with the advance of October.

"Just what effect the strike among the anthracite miners will have on the Connellsville coke region is not yet known, but it cannot be otherwise beneficial. This benefit is expected to come from increased demand for crushed coke, the strike coming as it does just at the opening of the season when heavy supplies for household and domestic uses are desired. Crushed coke can be supplied in large quantities in the Connellsville region, and it is already proven a strong rival of hard coal, even when the latter could be obtained at the anthracite breakers in unlimited quantities. In a tight market the field for crushed coke is proportionately expanded.

"Furnace coke is quoted at \$2.25@2.35, and foundry coke \$2.50@2.60. These figures are for standard Connellsville."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburgh.....	\$0.75	To St. Louis, Mo.....	\$1.50
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	1.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	1.50
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	1.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	1.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	2.25
To Columbus, O.....	1.55	To Montreal, Can.....	2.25
To Ellwood, Ind.....	2.50	To New York.....	2.50
To Louisville, Ky.....	2.50	To Philadelphia.....	2.50
To Chicago, Ill.....	2.50		

The West & Miner Manufacturing Co., of Dundee, N. Y., will locate at Geneva for the purpose of manufacturing and placing on the market the device known as West's Fuel Saver, an attachment which the manufacturer claims will reduce the amount of coal consumed from 25 to 30 per cent. Mr. D. West is the patentee, and his partner was for years connected with the Fall Brook railway.

CHICAGO MARKET.

The end of the second week of the strike of the anthracite coal miners shows that the agitators and their followers have made gains and that the suspension is becoming more general. It is quite evident that the several companies at work will not be able to supply the necessary two and a half million in a month, which will be absolutely required to prevent any actual and positive shortage in the East. No more coal is expected to be received in the West during the continuance of the strike and stoppage of so many collieries, and, as this is an indeterminate quantity just now, it will not be a difficult mathematical problem to ascertain the probable duration of the present supplies. The only result of the promulgation of this piece of statistical news would be to create a greater rush for anthracite than now obtains, and for this reason it should and probably will be withheld from the general public. At this writing there is not the ghost of a chance of any of the operating companies yielding to the demands made by the union officials as expressed in their president's open letter last week, but there is a nearer approach to the conciliatory point than there was last week.

Anthracite just now occupies the stage center, and is the primary topic of conversation in coal circles. Prices are generally feverishly nervous and the tendency upward. The large percentage of interest that surrounds the situation is, of course, due to the disturbed conditions in the producing regions, and the unpleasant and pertinent fact that some of the wholesalers are positively refusing to accept any further orders at any price for delivery now or in the future, because they want to ascertain how their books stand in relation to stocks. It is hardly likely that regular customers will go very short, though they may be obliged to do so. The real sufferer, if any, will be the consumer who has not already bought his coal, as in addition to having to pay the advanced price, he will be in a more or less anxious state of uncertainty as to whether he will get any during the continuance of the strike. Retailers having large storage facilities are in a general way better able to care for their regular trade than others who are not so fortunate. All prices, for the most part, nominal, because if the regular current figures will not serve the coal, it is almost a moral certainty that higher ones will not have the desired effect. Small egg now commands a premium.

Bituminous coal is not only higher in price and more active as regards inquiry and demand, but some of the better grades of the domestic varieties are in scanty supply. How long this condition will continue will very largely depend upon the car supply which is more or less precarious just now, owing to several causes—railroads using many repairing road bed, etc., and the heavy movement of grain. The cold weather of the previous week, also had quite a numbing effect, and a large tonnage has been distributed around in the vicinity, as well as among suburban towns. Steam coal, which for some time has been so perfectly flat that it could scarcely be given away, now begins to show signs of activity and to be of some value to producer and shipper, but neither demand nor prices are anything like normal just at present. A glance at the circular will show that the advance in soft coal has been quite general. Jackson is \$1.50, and Jackson Hill, O., \$2.00 f. o. b. mines, and \$3.00 and \$3.60 in Chicago respectively—10 cents per ton extra in box cars.

Coke is in somewhat improved demand for general smelting and iron and steel purposes. As stated last week, the inquiry for crushed coke as a substitute for hard coal, is growing steadily, and in the event of a prolonged strike in the anthracite fields, dealers say they will introduce it more generally to their customers.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.

ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Best	\$6 25	Cartersville washed nut.	\$2 25	Blossburg	\$3 65
Do	6 25	DuQuoin	2 50	Cumberland	
Do	6 25	Wilmington	2 50	Piedmont	
Do	6 25	Spring Valley	2 50	Lilly	
Do from yard or dock.	6 25	Riverton, Marion	2 25	Sonman	5 50
Do, stove and nut from	6 00	and similar grades	2 25	Birdseye Cannel	
Do, stove and nut from	6 00	All Spgfd. district	2 25	Falling Rock Cannel	
Do, stove and nut from	7 00	Penwell and Pana	2 25	Cannelburg	
Do, stove and nut from	7 00	Alton district	2 25	Federal Smokeless	3 75
BITUMINOUS.		EASTERN COALS.		COKE.	
Best	2 80	Pocahontas	Lump and Egg 4 00	Connellsville	5 25 @ 5 50
Do	2 25	Maryland		Pocahontas	5 25
Do	2 00	New River		New River	5 00
Do	2 30	Ocean		Fairmont	5 00
Do	2 00	Montana	3 50	Elk Lick	5 00
Do	2 00	Winifrede Splint	3 50	Gas House	4 25
Do	3 00	Thacker	3 50	Charcoal per bushel	18
Do	2 25	Raymond	3 50	Crushed Coke	4 80 @ 5 25

The Denver (Colo.) Republican says: "As a direct result of the anthracite miners' strike, and in anticipation of a demand for coal, Colorado roads are rushing coal to central points. Hundreds of thousands of tons are now stored, and additional trains are rushing coal from the mines to storage places. The Colorado & Southern has more than 200,000 tons stored in Denver; the Santa Fe 250,000 tons in Pueblo, the Colorado Midland nearly 200,000 tons in Colorado City and the Denver & Rio Grande has about 300,000 tons at Arnhem. About 100,000 tons are stored at other points along their lines."

PHILADELPHIA, PA.

SEPTEMBER 26, 1900.

With the continuation of the strike in the anthracite coal region trade continues very active, and every day brings in more dilatory buyers who failed to put in their supply earlier in the season, while others are calling for additional coal to keep their stocks in good shape with the fear that the labor trouble may be more protracted than is anticipated. As yet there has been no actual distress for the want of coal, with probably one or two exceptions in sporadic instances. Stocks in first hands have been somewhat reduced during the week, but this has been simply transferred to the dealer's yards or the customer's bins, and little of it has gone into consumption so far on account of the mild weather, and, with what coal is coming forward from day to day, there is little fear of a shortage to the householder for a considerable time to come. Prices, nevertheless, are firm and showing further advances, and coal is hard to get in any quantity. Operators are taking care of their regular customers and are dealing it out in needy cases in just sufficient quantities to meet the individual wants. There is little change in the strike situation with the exception of the Schuylkill region, where some additional collieries have been closed down since last week, leaving the number of collieries of the Philadelphia and Reading working at present at sixteen. These are working on full time and producing a considerable amount of coal. Considerable importance is attached to the answer of G. B. Markle & Co., which was made yesterday, to the effect that they would not grant the demand to a 5 and 10 per cent advance, but would arbitrate the powder question and make several minor allowances. This is not what was expected by the men, and it is feared that these operations may decide to go out at a mass meeting to be held today.

The soft coal trade is very active, indeed greater than the available supply of coal at the moment, particularly as regards the better grades, though through the continued shortage the poorer grades have also come into great demand on account of the extreme needs of the consumer. The chief cause of this is due to the old trouble of car supply, which has been on a basis for some weeks, now, of less than fifty per cent of the requirements. It was thought that with the closing down of the collieries in the anthracite regions a better supply would be forthcoming, but this has not been the case. Indeed, it is thought that the situation is rather worse than better. Producers do not know how to account for it, but a little heed is paid to their protests by the main line roads some are inclined to attribute the cause to incompetent management. Consumers, as a result of this, are all running very low in stocks, and in some cases are on their last day or two's supply and unless coal comes through more freely will be obliged to close down. The principal demand at the moment comes from the far East and points along the Sound where the requirements are greater than the supply. All rail trade is also showing increased activity and a fair tonnage is going forward to same. Prices have shown an advance at all points of 25 to 50 cents a ton.

Transportation from mines to tide is good. Car supply is about forty per cent of what is wanted, though the railroads promise better things from this out. In the coastwise vessel market vessels are in fair supply, but coal is scarce and charters few in consequence. We quote as follows: to Boston, Salem and Portland, 85; Sound ports, 75; Portsmouth and Newburyport, 90; Lynn, 95; Saco, 1.05 and towage.

KANSAS CITY, MO.

SEPTEMBER 27, 1900.

With reasonably cool weather and the consumer only partly supplied with fuel, the coal business can be said to be good; only the uncertainty of supplies remains as a drawback. The demand for block coal for both city and country business has set in strong, and will so continue till January 1st at any rate; after that it will depend on the elements.

Cherokee coal is in fair supply but not equal to the demand. While there continues a lack of men, yet a few are coming into the district and none are leaving; cars are in fair supply and it does not appear that there will be any lack of cars to carry what coal will be loaded for market. In these semi-anthracite fields of Arkansas there is need for 2,500 more men; three companies have made peace with the union and these are fairly well supplied with miners. One other large property is running to about 80 per cent of its normal capacity and on scab miners, but the balance of them are hard up for men; some extremely so.

Last June one could hear among all the Arkansas camps that the union was gradually getting its men back in the pits under the guise of non-union workers; this was, of course, denied by the operators. Now it is openly stated by what can be regarded as tip-top authority that a large per cent of the men in non-union mines belong to the union, and as soon as the time is ripe they will go out. The number is stated at 75 per cent and the time for going out is said to be about the arrival of the first killing frost.

In the Arkansas anthracite field the output of coal and shipped could not well be less; there has been a greater shortage of cars than ever before experienced, but this is now remedied and will probably not occur again this season. The field is not getting one fourth of the men that are badly needed, although the coal works nicely and the pay is good. In fact three properties are being run by less than 20 men each.

There appears to be no chance this year of getting the men. Some little coal was stocked but this cannot be loaded out for the want of common labor. It is now cotton picking time, and with cotton selling for ten cents per pound, the price of picking has advanced from 50 cents to 60, 75 and even a dollar per hundred in some places. A good picker can gather 400 lbs. a day. Much of the scramble for hard coal at Chicago is reflected in the Kansas City market, all except the prices. One could sell considerable coal at a slight advance over the summer price, but none could be sold at a basis of \$6.00 to \$6.25 at Chicago. There is enough coal on hand and under contract to last the town for some time, and other coal will be substituted rather than to pay war prices.

The Chapman Coal Co. is the successor of the Smith, Chapman Fuel Co., of Pittsburg, Kansas, and Mr. S. L. Quinn, of Columbus, Ohio, has been added to the force.

WHEELING, W. VA.

SEPTEMBER 27, 1900.

There is a decided picking up noticeable in the demand for coal from all parts of West Virginia. At Fairmont, things are lively, but there is not as much doing as a few months ago, and things are hardly up to the normal standard. The report of cars handled the past week, and the number of switching crews employed in the yards of the Baltimore & Ohio Railroad at that point, shows quite exclusively that a great deal more coal is being handled than during the month of September. Just where this increased output of coal is to be consumed, is not entirely clear. The starting up of a goodly number of iron and steel works since the signing of the Amalgamated Association scale last Saturday, has increased the demand somewhat, and there is reason to believe that manufacturers in other lines are preparing for work that will require coal. The American Tin Plate Co., which is a large user of coal, is believed to be almost ready to make an agreement with its men, and to start its factories, and if that is true, it is likely that some coal is being mined for that concern, and prepared for early delivery, if not for storage till it is needed. Whether or not West Virginia is sending soft coal to the anthracite region is not entirely clear yet, but it is believed that considerable West Virginia coal is finding its way, if not into the anthracite region, at least into markets that were formally and normally the property of the anthracite producers. The West Virginia operators are free to do as they please about selling coal to these people, for they are in no way hampered by the United Mine Workers, who have threatened to strike and shut down any mines that may attempt to help out the anthracite operators. Another thing that has caused it to be generally believed that West Virginia coal is going to the anthracite markets is the large increase in eastern shipments from all sections.

The West Virginia Central & Pittsburg regions are as busy as at any time the past summer, with fine outlook for continuing to secure all the business wanted. More mines are being opened, and those already in operation are being increased in capacity. The Davis-Elkins people are building two lines of railroad which have for their exclusive purpose the development of more coal territory, and within the next six months, there will be several new fields of considerable magnitude within reach of the West Virginia Central Railroad.

In the Norfolk & Western and Kanawha and New River regions, there is no change in the situation. Things are moving along smoothly, and the output is well up to if not above the average for the past three months.

Secretary of State Dawson chartered three new coal companies on Wednesday. They are all to operate in Marshall County, and will get out coal for use in the Wheeling manufacturing district, and for shipment. They are described as follows:

The Waynesburg Coal Co. has a subscribed capital of \$90,000, paid in \$9,000, and the privilege of increasing the same to \$900,000. The shares are \$100 each. The Empire Coal and Mining Co. has a subscribed capital of \$50,000, paid in \$5,000, and have the right to increase the same to \$2,000,000. The shares are \$100 each. The Viola Coal Co. has a subscribed capital of \$50,000, paid in \$5,000, and have the privilege of increasing the same to \$500,000. Shares are \$100 each.

The principal office of each company is designated at Moundsville with branch offices in other states if found necessary. The incorporators are C. A. Weaver, of Moundsville; Edgar A. Holmes, of Astoria, N. Y.; John Henry Hulbutt, Floyd K. Smith, Francis H. Kimball and E. Sanford Hatch, of New York City, and James White, J. Lewis Hamar and C. O. Brown, of Brooklyn, N. Y.

CINCINNATI, O.

SEPTEMBER 26, 1900.

There is a decided upward tendency in the prices of all grades of coal here. Already Pocahontas and New River, "smokeless" coal have been advanced from \$3.50 to \$4.00 a ton delivered in the city, and to \$4.25 a ton on the hills, and the chances are favorable that the price of other grades of soft coal will be raised from \$3.00 and \$3.25 a ton to \$3.25 and \$3.50 respectively for city and hill delivery. Anthracite is practically \$7.00 a ton delivered now, though the card rate is but \$6.50. The stocks of anthracite on hand here are comparatively limited. The stocks of Pittsburg and Kanawha river coal are practically exhausted—at least there is none offered wholesale, though two or three concerns have plenty on hand for filling all orders that may come to them. The demand for rail coal is excellent, but cars are very scarce. Dealers and shippers say there has not been such a famine for cars since last fall. West Virginia lump is held at \$2.50 a ton on tracks here at wholesale. The retail trade of the city is booming. The anthracite strike and the comparatively small stocks of soft coal on hand here have scared the people, and they are now almost tumbling over each other to get their orders in for their winter's supply of coal.

SAN FRANCISCO, CAL.

SEPTEMBER 22, 1900.

During the week there have been the following coal deliveries: Four from Washington with 10,225 tons; four from British Columbia, 14,479 tons; two from Oregon, 1,100 tons; one from Swansea, 2,311 tons; one from Australia, 3,681 tons; total, 31,796 tons. The above arrivals are about equal to our immediate needs, but will have to be increased later, or our future demands will cause a flutter in the market, as we are now doing a hand to mouth business, with no reserves in yard. When the winter demand looms up, we will be in a precarious position for fuel, if our shipments from the Coast are not enlarged. The coal is there in quantities, but carriers are wanted, and are almost unprocurable. The mine owners are solicitous to pay current freight rates, but nearly all the steam colliers have been chartered by the government, and sailors find more profitable business carrying lumber, etc., to foreign ports. We cannot expect any relief from Australia, as the demand there locally is for the moment in excess of the output, and vessels are forced to wait sixty to ninety days for their turn to load. Crude oil is coming to our rescue in good shape, and we are assured that the product daily will not diminish, as new "spouters" are being reported every week. English and Australian products have already been marked up so high, that eventually they will not be figured on as a fuel factor in this market.

DETROIT, MICH.

SEPTEMBER, 27, 1900.

Since the strike was inaugurated, there has been considerable excitement as to supply, prices, etc. There is little, if any, coal coming to Detroit now from the anthracite fields, and although one hears of a price occasionally being made, it seems useless, as long as shipments cannot be made. It would appear that many of our citizens are alarmed, as a great many have arranged to put in natural gas and at this time connections are being made very rapidly. This will affect the coal trade very materially even when the strike is ended, as they will not change again, at least this season. The stock of hard coal in the hands of the dealers is estimated at about 65,000 tons, which is ample to take care of the trade, if properly distributed, until the strike is over.

Bituminous coal is in good demand, and although prices have not changed as yet, there is likely to be an advance October 1st all along the line. Smokeless coal has advanced twice during this month, and it is hard to get at any price, so that this coal cannot be counted upon to take care of the trade formerly using hard coal.

If the strike continues, coke should command a good market for the domestic sizes, but it is too soon to predict much yet. No one in this territory is suffering for want of coal, as the season for burning it has not arrived, and the stocks in hand will care for the consumers for a couple of months at least. In all probability the strike will have been a thing of the past by that time.

Hocking, Massillon and Jackson Hill coals are in good supply, and at reasonable prices, and as any of these coals can be used in an emergency for domestic purposes to take the place of hard coal, there is no need to worry. Of course it would make some difference in the matter of smoke and additional firing, but one need not freeze.

At retail, hard coal is selling at \$6.50 per ton delivered, smokeless at \$5.00, Jackson Hill at \$4.50, Massillon \$4.50 and Hocking \$4.00.

OMAHA, NEB.

SEPTEMBER 26, 1900.

The strike among the miners of anthracite coal so far has not proven a hardship to the dealers of Omaha. Nearly all of the dealers have carried over coal enough of last season's purchase to supply their early demands, and therefore if they are able to fill in later for their winter's trade our good citizens will be well cared for. The present market conditions have enabled the dealers to secure a price for their coal which more nearly represents the present market value than the prices current during the past few months. Provident housekeepers who purchased previous to last Friday laid in their winter's fuel at \$8.50, but all anthracite is now bringing \$9.50 per ton delivered.

Bituminous coal is in good demand, and the supply though just fair has so far kept pace with the demand. The mines tributary to this market are all at work and enjoying the slight advance in prices which usually come at this season, and the outlook at present is that coal will be nearly, if not quite, as high for a while as it was a year ago at this time of the year.

King Ak-Sar-Ben Vi Monday last took possession of the city, and the good citizens of the Quivera are this week enjoying an Oriental Carnival under the rule of the new king. The festivities attendant upon this season will be enjoyed throughout the week, the climax being reached in the street pageant Thursday night. All travelers, including coal salesmen, are welcome within the gates of King Ak-Sar-Ben Vi.

BALTIMORE, MD.

SEPTEMBER 25, 1900.

No material change in the vessel freights market. Baltimore to Bangor \$1.25; Bath, Me., \$1.10; Portland, \$1.00; Boston, \$1.00; Salem, \$1.00; Portsmouth N. H., \$1.05; New Haven, \$.95; Bridgeport, \$.95; Providence, \$.95; Allyn Point, \$1.00; New Bedford, \$.95; Somerset, \$1.00; Fall River, \$.95; New York \$.80; Galveston, \$2.25; Jacksonville, \$1.15 to \$1.20; Savannah, \$1.10 to \$1.25; Port Royal, S. C., \$1.25 to \$1.40; Charleston, \$1.10; Wilmington, N. C., \$1.00; Velasco, Texas, \$2.40; Tampico, Mexico, (coal) \$3.25; Vera Cruz, \$3.50; Key West, \$2.25.

Coal charters since last report:

Schr Gen. E. S. Greeley—Baltimore to Providence 90c; if Boston or Portland, \$1.

Aust stmp Betty—Baltimore to Trieste 22s, 6d.

Br stmp Cromarty—Baltimore or Philadelphia to Marseilles, Genoa, Leghorn or Naples, 21s, 6d, if Barcelona, 22s, 6d. September.

Schr James G. Beecher—Baltimore to Boston, \$1.

Schr Bertha Dean—Baltimore to Boston, \$1.

Schr Anna E. Kranz—Baltimore to Savannah, p. t.

Schrs Madeline Cooney and Samuel Dillaway—Baltimore to Boston, \$1.

Schr Ida Lawrence—Baltimore to Savannah and back with lumber, p. t.

Schr Mary Adelaide Randall—Baltimore to Salem, \$1.

Barge—, 1400 tons capacity—Baltimore to New Bedford, 90c.

Two barges, each 1750 tons capacity—Baltimore to Providence, 90c.

Schr Henry Clausen, Jr—Baltimore to Savannah, \$1.25.

Schrs Gen. Adelbert Ames and Annie E. Kranz—Baltimore to Savannah \$1.25.

Schr Edith Olcott—Baltimore to Boston, \$1.

The bituminous trade is active. Car supply fair. The price of anthracite was advanced slightly but this did not deter heavy purchases by householders, who seem to think the strike is going to last all winter. A still further advance in prices for hard coal is looked for.

The B. & O. R.R. Company's mammoth pier at Curtis Bay is completed after eleven months of steady labor. The pier is about 350 feet long, and will cost in the neighborhood of \$350,000. It will have the capacity of loading four ocean greyhounds at the same time, and has chutes enough to handle all the coal that the cars can conveniently carry. To gain an idea of the strength of the pier, one has but to gaze at the mammoth pieces of timber, a foot in width. There is not a single strip of lumber used that does not measure at least 2½ inches in width. The larger ocean liners will have no difficulty in docking at the pier as the channel is dredged to thirty feet.

ON THE WING.

Wendel' Nugel has gone into the coal business at Pappillion, Neb.

Mr. Gus. Holmes has succeeded to the coal business of C. R. Hedden, Conneaut, Ohio.

Mr. John B. Young, a leading coal dealer of Waterloo, Iowa, was interviewing coal agents last week.

Mr. Julius Knack, Detroit, Mich., was a visitor in Chicago last week, and made some calls on the coal trade.

Mr. W. H. Ashton, Bridgeport, Texas, president of the Rock Island Coal Co., was a visitor in Chicago this week.

A close estimate shows that fully two-thirds of the anthracite miners are on strike against their own expressed wish.

The Johnstown (Pa.) Democrat says that "work can be furnished for three thousand more miners in this immediate vicinity."

Mr. Fred Hobbs, president of the Benton Harbor Fuel Co., Benton Harbor, Mich., was around among the coal men of Chicago last week.

The Lehigh & Wilkesbarre Coal Co., of 143 Liberty street, New York, announce that their only telephone number is now 4309 Corlandt.

The export trade during the week was somewhat quiet, though a fair amount of inquiries are coming in. The total amount exported was 9,005 tons.

Mr. C. J. Wittenberg, last week exported to Rotterdam 1,500 tons of anthracite coal. This is thought to be the first cargo of hard coal to be sent to this port.

The cargo of coal on the Bosnia hence via San Francisco, for China, is on fire at San Francisco. The cargo will probably be saved by spreading it out on shore.

Mr. L. S. Berrie, Toledo, Ohio, representing the Indian Hill Coal Co., was in the Garden City last week, and feasted with some of Chicago's Indians at the Iroquois Club.

The attention of our readers is called to the advertisement of Hull & Co., Traders Building, Chicago, who offered their crushed coke as the only substitute for anthracite coal.

Mr. G. B. Wear, president of the Wear Coal Co., Pittsburg, Kan., was in Chicago, during the week. Mr. Wear remarked to the writer that he expected a good demand for coal this winter.

Mr. James Quinn, Riverside, Ill., has, by an earnest desire to please, established himself as a leading coal dealer in Chicago's select suburb—the picturesque town on the Desplaines river.

The army transport contract of the United States government has not yet been awarded, although the bids have been opened now about two weeks. C. J. Willenberg was the lowest bidder on this business.

Mr. W. H. Dudgeon, manager of the Chicago Fuel Co., 167 Dearborn street, Chicago, informs the writer that there is quite an improvement in the wholesale coal trade locally as well as from the outside.

Mr. Dwight A. Horton, president of the Union Coal Co., Boston, died at his home in Northampton, Mass., in his 71st year, leaving a widow, three daughters and two sons surviving him. Mr. Horton was born in Savoy, June 5, 1830.

The Hickory Coal Co., Pittsburg, Pa., is a new corporation with a capital of \$200,000. The new company has 2,500 acres underlaid with a six-foot vein of coal at Houstonville, on the Pan Handle Railroad, which will be developed at once.

The big five-masted schooner, John B. Prescott, which sailed for Boston last week, was loaded with 4,200 tons of coal in record breaking time at Greenwich. The work on her began at 7 a. m. Thursday, ending at 6 p. m., and began again Friday morning at 7 a. m., ending at noon, making a total loading time of sixteen hours.

At the end of the third season as a lake port, Waukegan will be fourth in the list of cities as a coal-receiving port. Chicago, Milwaukee and Duluth-Superior are the only places whose total coal receipts will top Waukegan, which has a record of 95,000 tons.

The British steamship Mooregate, 2,082 tons was chartered last week to load coal at Newport News for the River Plate. The price secured was 30s per ton. This is the highest rate that has been paid for a vessel to carry coal from Atlantic ports to the River Plate in many years.

Messrs. C. A. Franzen, Bensonville, Ill.; Robert Ferguson, De Kalb, Ill.; — Hoffman, of Hoffman Bros., Willmette, Ill.; John A. Jamison of Bruce & Jamison, Marseilles, Ill., and Mr. Guffin of Warner & Guffin, Paw Paw, Ill., were anxious callers on the Chicago wholesalers last week.

Mr. A. O. Tandy, manager Island Coal Co., Monadnock block, Chicago, and J. L. Onstott, managing partner Ogle, Hubbard & Co., spent the latter part of last week at Eagle Lake, Wis., fishing. They report good luck, as several 3½ and 4-pound bass which they brought home will testify.

Mr. G. N. Knox, formerly associated with the Flemington Coal & Coke Co., has formed a partnership with W. O. Landenberger, under the firm name of Knox & Landenberger. They have opened offices at 32 Broadway, New York, and are in a position to offer both hard and soft coal to the trade.

It may not be generally known in the trade, but it is nevertheless the truth and a fact, that there are three classes of operators—the railroad companies, the private corporations, and the individual operators, whose interests are antagonistic to each other, and the interests of the last two are antagonistic to the coal railroads.

The coal storage yards now being laid out and constructed by the Philadelphia & Reading Coal & Iron Co., at McClellan, near Millersburg, Pa., will be the largest in the world. Some sixteen towers will be erected with a total capacity of over 800,000 tons and the company has set aside \$500,000 for the completion of the work.

It is quite probable that his eminence, Cardinal Gibbons, may act as mediator or arbitrator between the anthracite coal operators and strikers in regard to the alleged grievances of the latter. The presence of this greatly respected prince of the Roman Catholic church in the proposed meeting, will have the same effect as oil upon troubled waters.

A decision in a public court in Des Moines declares that a labor union is a pool or trust and as such is in direct violation of the code of Iowa, which says: "Any corporation or organization having for its object the maintenance or regulation of any commodity is a trust." The American and English Encyclopedia of law defines labor to be a commodity.

The attention of our patrons and readers is called to the "yellow" insert of the Montana Coal and Coke Co., Real Estate Trust Building, Philadelphia, Pa., who offer their crushed coke as a substitute for anthracite coal. All sizes are made (egg, stove, nut and pea), and orders can be placed at any of their offices in Fairmont, Baltimore, Chicago or Philadelphia.

The pictures presented by the "Yellow" sensational journals depicting the miseries of the miners in the anthracite regions are not only untruthful but disgraceful, because they are specially created and furnished for the occasion. The coal trade who sees and reads this class of daily and weekly papers for the most part know that they are grossly exaggerated, and have been purposely manufactured to humbug and deceive the public.

The Marquette Third Vein Coal Co., offices Marquette building, Chicago, and Marquette Building, Davenport, Iowa, with mines at Marquette and Sparland, Ill., has issued its circular for September. This coal is produced in what is called "the Hocking Valley of Illinois," than which there is none better in the state. In the circular patrons are cautioned about the poor situation as regards the car supply and wants, if anything, should be anticipated.

The method by which the people of New Zealand deal with labor wars is just as applicable to this country as to Australasia, a full report of which appears on another page. There is nothing at all mysterious or complicated about it. In substance, it is nothing but the edict of the people that disputes between citizens must not be allowed to prejudice the public interests. Neither strikes nor lockouts are allowed, because they are contrary to those interests. Employer and employe alike are compelled to submit their case, not to the arbitrament of armed force, but to a properly constituted tribunal. There is no reason why the people of this country should not protect their interests in similar fashion. If they will not do it they may expect labor wars steadily increasing in bloodiness and disregard for law and public rights.

Federal smokeless coal is a very superior fuel for domestic use, and a high class article for raising steam quickly and economically. Most careful and exhaustive tests have demonstrated its great value both for steam and household use. S. C. Schenck, 215 Dearborn street, Chicago, and his manager, Mr. C. L. Dering, says, that of the thirty or forty live dealers in Illinois and Wisconsin who are now handling it to advantage and profit more than half have sent in duplicate.

The Slade-Hopkins coal mining machine, manufactured by the Erie City Iron Works, Erie, Pa., should be investigated by coal operators who contemplate purchasing mining machinery. It is said to be an excellent thin vein machine. Among other advantages it is said to possess the largest drive sprocket, which prolongs the life of the chain. It also blocks when mining and the insulation is perfect. A good picture of this machine can be seen by turning to page 385.

A cablegram from London says: "The strike in America has diminished the pressure of foreign competition in export coal, and the midland trade has consented to successive advances in miners' wages of 5 per cent in October, January and February. Mine owners have warned the wage-earners that these advances may be only temporary, as the price of coal is unduly inflated and cannot be maintained without involving heavy losses in general manufacturing and in closing many factories."

The Hoboken Coal Co. has discontinued its retail business, which is now being handled by the Keystone Coal Co. of Jersey City, N. J. This decision on the part of the company has resulted in two changes. William S. Halladay, who was secretary of the Hoboken Coal Co., has resigned for the purpose of managing the relinquished retail business for the Keystone Coal Co., and Edward T. Offerman has been appointed secretary of the Hoboken Coal Co. to succeed him.

A dispatch from Halifax, N. S., says: "Owing partly to the scarcity of Nova Scotia coal in Halifax an order for 2,000 tons of steam coal has been placed in Virginia for immediate delivery for the use of the British warships making their headquarters at Halifax. The partial failure of the supply of Welsh coal for the navy has also caused the admiralty to direct experiments to be made with other coal. The result of the test of Virginia coal will be reported to the imperial government."

A cablegram from Madrid to the News says: "The advance in the price of coal has given fresh impetus to the Spanish mines, that were considerably developed during the war with America. The output of coal from 1899 was 2,672,000 tons of lignite and 70,000 tons of coke. The total production for the first eight months of 1900 shows an increase of 30 per cent. The mines are worked entirely by native capital, and the lack of proper means of transportation alone hinders the development of the vast coal beds of the nine provinces."

Mayor Hayes, Baltimore, Md., has received a letter from Mr. Julius Koeberlin, Zurich, Switzerland, which will be of interest to coal dealers in Baltimore and vicinity. It called attention to the great scarcity of coal, especially in Southern Germany, Switzerland and Austria. The letter went on to say: "I think the proper moment has come for introducing American coal into these countries, and I, therefore, should feel greatly obliged if you would kindly place this matter, with my address, before some of the largest colliers and shipping firms of your city."

All sorts of absurd questions and propositions have arisen in connection with the strike of the anthracite miners. The most ridiculous one is that proposed by a Kansas lawyer, who says: "The title of the mine owners, based upon grants of Charles II of England, should be attacked in court." His argument is that there is a natural right of the people to the resources of the earth, and this should be paramount to the accepted title. The theory hardly commends itself as one likely to be established, but it is doubtful if a court would allow its time to be taken up by any such untenable argument.

President John Mitchell, of the U. M. Workers, is pleased to criticize the action of the governor of Pennsylvania in sending troops to the coal region as "inconsiderate." As Mr. Mitchell vouches for the miners by saying that it is neither their wish to violate the law nor to interfere with the rights of others to work, etc., and as the militia will not and cannot intimidate any strikers into returning to work, where is the inconsideration? All that the troops can do is to prevent lawlessness, done in the name of honest and law-abiding strikers, from injuring their cause and bringing them into disrepute. It is the strikers who ought to have been the first to urge the call for troops. If they have the power which they so confidently claim, the troops will protect their cause from any peril which might menace their success. It is not the governor's action, but Pres. Mitchell's criticism that is "inconsiderate."

The appointment of Mr. Joseph E. Sheridan, to be United States coal mine inspector for the territory of New Mexico, is one upon which the administration, the territorial executive and the coal mine owners and the miners are to be congratulated. Mr. Sheridan is a mining engineer of thirty-two years' experience in actual mining and in superintending work in mines. For the past twenty years he has been a resident of Grant county and engaged in mining and also in newspaper work. It is known that he is fully competent and will fill the office with satisfaction to his sponsors and the people, and with credit to himself.

The Jeffrey Manufacturing Co., Columbus, Ohio, builders of all kinds of coal mining machinery, conveyors, electric locomotives, etc., have received the following letter from Mr. F. E. Drake, Director of Machinery and Electricity, United States Commission to the Paris Exposition of 1900, Paris, France: "I am pleased to inform you that your company has been awarded a gold medal in class 63, a silver medal in class 23, and a bronze medal in class 21, for your exhibits in these classes by the International jury." This covers all their full line of chain belting, elevating and conveying machinery, and coal mining machinery.

The agent-general for the Cape of Good Hope, at No. 112 Victoria street, London, S. W., Eng., is inviting bids for the supply to the government of that colony of the following quantities of steam coal from Great Britain or the United States, to be used for locomotive purposes: For the Western Railway system, 84,000 tons, of 2,000 pounds each, to be delivered at Cape Town in twelve monthly shipments, the first delivery not to be later than April 1, 1901, and for the Midland Railway system, 12,000 tons, of 2,000 pounds each, to be delivered at Port Elizabeth in twelve monthly shipments, the first delivery to be not later than April 1, 1901.

Our New York representative reports that after a visit to the general offices of the anthracite coal railroads he finds no apprehension concerning the attitude of their employes respecting the strike and the transportation of coal mined by non-union labor. Every one was assured that the railroad brotherhood were friendly and that the strikers had exhausted every means in their power to involve them in the troubles without the slightest success or encouragement. On the contrary, the trainmen have repeatedly rejected the importunities of the Mine Workers' Union and had promised to stick to their work. This refers to the brakemen, firemen, conductors and engineers.

W. W. Battie & Co., of New York, offer the following steamers for charter for export coal: About 3,200 tons October 15th. November 10th want Philadelphia loading. Will accept 21 shillings Genoa or Marseilles. Steamer 3,100 tons capacity, October, wants three or four trips to Genoa or Marseilles. Talks 20 s. 6d. Want contract offer. Steamer 4,500 tons cargo, November loading, wants three or four trips to Genoa or Marseilles, at 19s. 6d. Will give option of other Mediterranean ports at proportionate rates. Steamer 4,400 tons cargo, November loading, wants Genoa only. Talks 21s. 6d. Steamer 4,800 tons cargo, ready about October 15th, wants Norfolk to Genoa or Naples.

Every word in the Chinese language has a logical reason for its existence and peculiar formation, and each word consists of either one individual character or a number of them combined in order to make a complete word. Take the word field, a square divided into sections or lots. When the word man is written by the word field the combination makes the word farmer, indicating the avocation of a man who is associated with fields and agriculture. Still more suggestive is the Chinese word for truth, sincerity, faithfulness, honesty. It is formed by the combination of a man and word, thus expressing that one form of honesty consists in a man standing by his word. The word for box is indicated by a square having four sides of equal length, while a prisoner is literally a man in a box, a fact which is often grossly illustrated in China when a criminal is sentenced to death, and is carried to the place of execution in a square box.—Frederic Poole, in the October Ladies' Home Journal.

Hon. Walter Rutledge, state inspector of mines, Alton, writes the BLACK DIAMOND that "the Chicago, Wilmington & Vermillion Coal Co. has struck coal in their new shaft at Virden, Ill. The air or escape shaft is down 75 feet and going right ahead. The new hoisting shaft of the Virden Coal Co. is down 50 feet; this makes two new shafts on the Chicago & Alton Railroad, south of Springfield. The Chicago Virden Coal Co. will sink another hoisting shaft north of their No. 1 at Virden. This company is putting the Chatham mine (which they have recently bought) into first class shape. They will soon have a large output from it. Wood & Murphy, of Virden, have bought the property of the old Auburn Coal Co. (where recently the power engine and boiler house were burnt.) They are going to rebuild and make everything fire proof, and improve the shaft and underground works so as to have a large output. New coal land has also been bought, so it will be seen the Chicago & Alton Railroad between Springfield and Carlinville is going to produce large quantities of coal. Sangamon county will soon produce 3,000,000 tons of coal yearly, and Macoupin 2,500,000 tons."

THE ANTHRACITE COAL STRIKE.

Most of our readers know of the trouble which has arisen from the strike in the anthracite coal fields—reference is had to the bloodshed which occurred in the vicinity of Shenandoah, Pa. With regard to the responsibility, it is clear that the striking miners or their sympathizers were to blame, which merely emphasizes the fact and strengthens the contention that strikes are an unmitigated evil and should be resorted to only when all other means have failed and patience and resources alike have ended, which in this instance was not the case, as was clearly demonstrated in the "Markle" affair. This large producing company had an agreement with its employes, as explained last week, that in the event of any disagreement between them, the matter should be arbitrated. But the United Mine Workers' officials would have none of it unless all the operators of the three fields would go into it, which, of course, ended negotiations. This, however, is only a part of the program of the officials, they want conferences with all of the companies or none. There is now little doubt that if a vote was taken of all the miners, to remain on strike or return to work, the majority, aye, fully 75 per cent would reply in the affirmative to the latter, and would be perfectly willing to trust to the companies for a fair consideration of the alleged grievances. These latter, with possibly two or three exceptions, were formulated by the officials of the union when they met the miners in Hazleton, last month. If the men would use a little more common sense in considering the situation, there would soon be more of them at work. There cannot be any two opinions about the willingness of the operators to do justice to their employes, but at the same time, they very properly and consistently decline to do it through any third party, and in this they have the support and sympathy of the public.

MR. MITCHELL'S OPEN LETTER OF LAST WEEK.

President John Mitchell, of the U. M. Workers, issued a statement to the public, September 21, in which, after reviewing the events of the week of strike, he says it is a "peaceful and passive struggle," quite ignoring the fact that in a riot, instigated by the striking miners and their sympathizers, bloodshed followed, which, to say the least, is ominous. In this same statement there is a distinct waiver of the recognition of the union. It is more than implied that Mr. Mitchell does not seek to be consulted by the operators, if "the representatives of the nine railroad companies will do what they have many times said they would do—meet committees of their own employes, and come to a peaceful argument, provided, however," he says, "that such conferences between the various companies and committees representing their own employes will meet in separate halls in the same city and on the same date." But why this stipulation? Because, as explained in the statement heretofore, when committees have presented grievances through the regular channels they have been informed that nothing could be done because competing companies would be materially benefitted or have an advantage in the coal market. While this may be true, Mr. Mitchell's conclusion does not necessarily follow, as by his own showing it is the operators and not the men who have declined limited and local settlements, as they have the unquestionable right to do. But the officials of the U. M. Workers have certainly made a grave mistake in declining to arbitrate with those who have shown a desire to do so, because there is little doubt after a few individuals have submitted to arbitration others will be sure to follow. Still, even here there would be the same objection by many of the operative companies, the interference of a foreign body of men with their business interests, which, as they have stated, "cannot be tolerated." And yet, it is probable that if all the minor companies submitted to arbitration, the others might in time think differently—who knows?

FAKE PICTURES OF MINERS' MISERY.

"The attempts of sensational journals to picture the miseries of the miners in the anthracite coal region would appear grotesque if they were not so disgraceful in their shallow false pretense," says the New York Mail. "According to various reports, comfortable appearing people have been induced to begrime their faces and put on ragged clothes to have their photographs taken in surroundings purposely made squalid, and some of the wretched-looking victims of 'suffering and destitution,' have not been miners at all, but the waifs and outcasts that can be picked up in any populous community. The getting up of these humbug pictures is pretty good evidence that scenes of real misery were not to be found, but it is a gross insult to the mine workers, who have not been pretending to be ragged or hungry or suffering privations, and it does no credit to the intelligence of the men sent out to gather these depressing illustrations or of those who sent them. Such a transparent trick was sure to be discovered and exposed, turning into ridicule what was meant to be pathetic."

The Pacific Coast Coal Co., Seattle, has announced a general increase in the wages of their miners working in the New Castle, Franklin, Lawrence and Coal Creek mines in Washington. The advance is about 15 per cent over the old rates, and enables the men to make from \$2.50 to \$3 a day. Nearly 1,000 men are employed in these mines.

NOTES AND OPINIONS OF THE GREAT ANTHRACITE STRIKE.

It is understood that the Lehigh & Wilkesbarre Co. have paid off their men and closed down their operations around Wilkesbarre.

On Friday, September 21, occurred the first serious riot and bloodshed at Shenandoah. Several were killed and a number wounded by sheriff's deputies.

Certain of the miners' wives are becoming as strongly imbued with the strike as the men and are just as strongly opposed to any relinquishment of their so-called rights.

It is reported by the Journal of Minneapolis, that six of the eight dock companies represented there had no free coal to sell by telegraphic orders received from the East.

The miners commenced marching and picketing last Thursday, both of which have been condemned as contrary to the spirit of the laws of the United States. It is intimidation.

The miners willing to work will be given full protection, and this the operators are now enabled to amply afford, as the national guards will insure immunity from insult and injury.

Soft coal is being used in New York city and Brooklyn, by some of the largest consumers of the steam sizes of anthracite, and it will not be surprising to witness it become general.

A recent dispatch from Scranton, Pa., to the Syracuse (N. Y.) Tribune says: "Binghamton, of the Delaware, Lackawanna & Western Co., are it is stated, cancelling their contracts and entering into long term contracts with soft coal companies."

Riot and bloodshed at Shenandoah last week made it imperative for Governor Stone to do what he might well have done as a precautionary measure—send troops to the coal region to prevent the spirit of lawlessness from destroying civil order, and so have put a bar to their commencement.

It would appear that the gracefully tendered services of Archbishop Ryan and the Rev. Father E. S. Phillips, of Hazleton, will avail nothing in the struggle, because the president of the U. M. W. has imposed conditions in connection with the waiving of the recognition of the union, which are, or would be, intolerable to the operators at large.

A large number of miners and others who were employed in the different collieries of the valley now on strike are leaving some of the towns by almost every train. A large percentage of the men are going west to the soft coal regions about Pittsburg, and to West Virginia and Illinois, where they are promised good wages and steady work.

Last Friday the situation in the anthracite mining regions became so grave that on the appeal of Sheriff Toole of Schuylkill county, Governor Stone ordered out the Fourth, Eighth and Twelfth regiments of Infantry, the governor's troop of Cavalry and Battery C of the Artillery. All belong to the Third Brigade. General Gobin is in command. He proceeded at once to Shenandoah, where the rioting occurred.

The Lehigh Valley Coal Co., in anticipation of the strike in the anthracite coal regions, has been storing coal at South Plainfield, where it now has more than 500,000 tons of anthracite coal ready for shipment. The Central Railroad of New Jersey has 300,000 tons of coal in storage at Hampton Junction. But what avails this amount of less than a million tons at the commencement of the season, if it is not to be replenished for some indeterminate time.

Official announcement has been made that all of the stores of Simpson & Watkins, which have been conducted in connection with collieries controlled by that firm, will be closed permanently on September 29. There are seven of these stores, located at Wyoming, Forty Fort, Duryea, Mayfield, Peckville, Olyphant and Carbondale. The closing of these stores means that hereafter the employes of the Temple Iron Co.'s collieries will receive their wages in cash.

A Utica (N. Y.) paper says: "Some dealers have sold all the coal they had on hand last week. No coal trains have been running on the Utica and Syracuse divisions of the D., L. & W. since Monday, and receipts of coal here have ceased." One Utica dealer, who contracted to furnish coal to some customers at \$4.75 early in the season, ran out of coal yesterday and bought 100 tons from another dealer at \$6.25 to fulfill his contracts. His loss on the hundred tons will be \$150.

The following letter from a Louisianian is noteworthy: "Editor Picayune: I am surprised in reading your editorial in Sunday's issue about the Pennsylvania coal miners. I spent two months of this summer amongst the bituminous coal miners. The men live like gentlemen. Mule drivers get \$2.40 per day; miners from \$2 to \$5 per day. Their houses are fixed up splendid, with carpeted parlors and rooms. Every one I was in had an organ in it, costing about \$125. They had four rooms and a kitchen, for which they paid the company \$6 per month. There were some grievances about company stores. Said stores charged from 15 to 25 per cent more for goods than they might have been sold for. Some company stores the men were compelled to deal with; others not. The anthracite coal regions were near by. I presume matters were much the same there. I don't know. The writer is by no means an orthodox Republican; so I questioned the men and asked them might supply and demand have nothing to do with the good times. The unanswerable argument they used was: 'We got 90c to \$1.35 per day under the Democrats.' They were not versed enough in political theories to go further into the matter. There is one piece of political jobbery up there. The county judge has all the say about granting liquor licenses. I was at a place that had a pay roll of \$2,000 per day. Only two bars were allowed. These bars just coined money. I presume they paid the judge some thousands per year each. They could afford it. The judges are elected for ten years. They seldom seek reelection, but are known as buyers of mines, ships or coal land. Something might be said about our poor cotton-raising folk, who have been on a starvation basis for many years."

Yours respectfully,
"S. BRYSON."

STRIKE NOTES AND OPINIONS OF EASTERN REPRESENTATIVES.

It is said that the Consolidated Gas Co. of New York, are reaping a harvest at present, having more than they can take care of in the last week.

There are few of the companies that have any quantity of coal left in stock at the present, and most of them are husbanding it for their special trade.

The Philadelphia & Reading report that they have no more coal to offer, and are advising dealers that they will be notified when there is a change in the situation.

President Truesdale, of the D. L. & W. Railroad, said that he had heard nothing about the intended visit of the switchmen of his road, and he felt sure that the report of their dissatisfaction was unfounded.

Messrs. Dickson & Eddy report that they have still a fair stock of coal on hand, though would like to have more. They think unless the strike is long continued they will be able to protect their trade.

Mr. I. A. Sweigard, general superintendent of the Philadelphia & Reading Railroad, who tendered his resignation with this road, will be succeeded by W. G. Bessler, superintendent of the Philadelphia & Lebanon Division.

Messrs. Williams & Peters are not offering any coal for sale, and are among the few who reserved their entire stock for the benefit of their customers, having in every instance protected their trade to the fullest extent.

A Philadelphia paper states that Archbishop Ryan said to its representative: "I should be glad to render any service within my power to stop the strike. But the invitation to act as arbitrator would have to come from both sides."

Mr. Eltz, of J. Eltz & Son, says they have still fair stocks on hand and are trying to take care of all their customers at the lowest possible figures. They are asking \$6.50 a ton, which is a pretty low average, considering the present wholesale price of coal.

An official of one of the soft coal companies says that the present large demand is no doubt in a measure due to the strike, though he does not anticipate a slump if the strike should be terminated shortly, as they were all behind on their orders and the demand coming in from their regular trade will be sufficient to keep them going full.

Archbishop Ryan, of Philadelphia, called on R. M. Olyphant, president of the D. & H. R. R., on Tuesday last, presumably for the purpose of effecting an amicable settlement of the strike, but as Mr. Olyphant was on the sick list he was unable to see him. Archbishop Ryan said Mr. Olyphant was only one of a number of men whom he was to see.

Several of the larger coal pockets in Jersey City, we understand, are already closed down for the want of coal, what little stock they have left is required to deliver on their contracts. It is also thought a number of the smaller retail dealers will be obliged to close down shortly for the want of supplies, as they are running pretty close to bottom and are unable to get any fresh coal.

Mr. Meyer, of Meyer, Denker & Hoerig, reports that they are in pretty good shape, having filled every available foot of space in their pockets with coal prior to the strike, and have, in addition, a number of boats loaded, though it went out very freely last week. In the last few days the demand is not so active, consumers apparently preferring to take their chances on the market and need but little while the warm weather lasts.

The Philadelphia & Reading were awarded the first of the week the contract (subject to a strike clause and their ability to deliver) for furnishing 950 tons Lykens Valley pea coal, at \$4.11 a ton, to the Homesburg prison; 25 tons of stove coal at \$5.51 a ton. The Reading Co. were practically the only bidders, the others offered to substitute soft coal at \$3.20 a ton. Mr. C. Coughlin, sales agent, thought the company would have no difficulty in filling the order. The prices on this business last year were \$2.60 for pea and \$4.40 for stove.

The Retail Coal Exchange of New York City held a meeting on Friday last for the purpose of discussing the market situation, but no action was taken. The opinion, however, seems to prevail that the situation was a serious one, and at the rate coal was going out of their yards, present stocks could not hold out a great while and at the prices they were asking, there was but a small margin of profit, as most of them had coal bought at the higher figures, and their asking price was simply an average on the high and low priced coal in stock.

The statement made by Colonel Murphy, president of the Board of Health of New York, in connection with the board going to enforce the smoke ordinance if soft coal was used in the city, that there were millions of tons of hard coal stored away for use and the companies were simply holding it back for higher prices, is too absurd for any thought and is looked upon with considerable amusement in the trade. Coal is not an article that can be hidden away, and it would be an easy matter to make an approximate estimate of the coal in first hands, which would be found to be away below his figures. Besides it is known that some of the roads are practically out of coal and haven't anything to offer at any price.

A coal operator, not talking for publication, said: "It would be better for both sides if conflicts between labor and capital, where large issues are involved could be arbitrated. Arbitration involves a principle, however, which in practice, is apt to be one sided. In a case where profits stand on one side and humanity on the other, arbitrators are apt to feel that it is better to side with the employees than with the employers, and this, while creditable to the sentiment, becomes a serious matter in the expense account. The demands of the miners sound fairly reasonable, but in many cases the matters complained of do not exist, in others, as in the price of powder, only one side of a two-sided question is presented. As a whole, the miners have not been dissatisfied. As a whole, they have been earning as much as they are accustomed to earn. If miners earn more than about a certain amount per week, they have a tendency to stop work."

GREAT COAL DEPOT AT ALBANY, N. Y.

The Times-Union, Albany, N. Y., gives the following description of what it claims is the largest rehandling coal plant in the East:

"Although the New York Central & Hudson River Railroad Co. has abandoned the old grain elevator at the foot of Livingston avenue, and near what is known to the railroad men as 'Bull Run,' taking away from Albany an industry that employed many men in its handling, the elevator is being rebuilt into a coal depot that will surpass anything of its kind in the country. To W. G. Morton, the representative of the Delaware, Lackawanna & Western Railroad Co. in Eastern New York and New England, belongs the credit of this new undertaking, and its ultimate success is beyond conjecture.

"At the present time local handlers of the D. L. & W. coal are obliged to unload their coal from cars shipped here by the company, there being more or less breakage in the operation, a big labor expense and the coal has to be screened. For a slight advance over what is charged for the coal, Mr. Morton will deliver the coal on the wagons already screened. The wagons will simply have to go to the elevator, back under a pocket, and the wagon will be filled in a few minutes.

"The old elevator when used for grain contained 160 bins with the accompanying chutes. The bins were built of two by six oak timber, laid with the flat surface level. This makes a solid six-inch oak wall for each bin. These bins have been cut up so that there are thirty-six regular bins averaging from two to three sections each. They have been fitted with the 'filler' arrangement for protecting the coal from breakage, and when the building is completed no shovel will be needed. The construction is so as to deliver the coal as rapidly and as cheaply as possible, and the whole will go as a clock.

"Mr. W. G. Morton, who is personally superintending the work of reconstruction, explained the workings of the new depot to-day, and the work is certainly unique, and it should prove to be a big success. The introduction of the 'filler' is a novelty in this section of the country, and when the work is completed Albany will have the largest depot in the United States.

"When the depot is in operation the coal will be shipped to it from Pennsylvania in cars, none coming by boat. When the cars have entered the building on the first floor they are dumped into the elevator 'boot,' and the elevator carries the coal to the top of the building to the 'conveyor.' This is the canal through which the coal passes before it is emptied into the bins. It runs the length of the building and has a number of traps opening into the chutes leading into the bins. Along the bottom of the conveyor a chain carries cleats which move the coal along. When it is desired that a certain kind of coal go into a certain bin, the trap leading to the chute of that bin is opened, and the coal, after being carried to the conveyor by the elevator is carried along to this opening and it goes through the chute to the 'filler.' The filler is a wooden box about two feet square leading from the chute to the bottom of the bin. Every three feet there is a shelf covering three-quarters of the opening. These shelves alternate down to the bottom. When the coal enters the filler it falls into one of these compartments. When that compartment becomes about half full the coal flows into the compartment below it and so on down to the bottom. When the coal has reached the bottom it begins to fill up the 'filler' and through openings in the latter the coal is forced out into the bin proper.

"Thus the coal does not have a fall of more than three feet at a time and does not break. It gradually works its way up until on a level with an opening which leads into another section of the bin, and it empties into that. This is what is called 'trimming' and is a very modern process.

"When the wagons of local dealers have to be loaded with coal they pass under one of the pockets and a slide is opened, letting the coal out. There will be one-eighth of a mile of driveway on the ground floor and there will be thirty-six openings. The whole depot will have a capacity of 20,000 tons. It will be very valuable in winter time, when coal cars have been side-tracked and the railroad companies are in need of coal. The cars can be run into the building and loaded in five minutes and can then follow the snow ploughs to where the relief is called for. Anthracite coal is handled exclusively by Mr. Morton.

"There is a scheme for screening the coal which is also unique and saves much trouble to the retail dealer.

"Messrs. Feeney & Sheehan of this city have the contract for the carpenter work. H. B. Gormsen, of New York is building the fillers, George H. Haiss, of New York, will build the elevator and conveyor, and Thomas Welch will supply the twenty-five horse-power engine to run the elevator. There are many thousand tons of machinery to be taken out of the building."

SEATTLE, WASH.

SEPTEMBER 24, 1900.

The Pacific Coast Co. recently purchased a 160-acre tract, adjoining their Franklin property. While it is but a small addition to their present holdings, those knowing the quality of Franklin coal will appreciate its value. The purchase price was \$1,600.

The strikes in the Reuton, Leary and Issaquat mines have been settled and the miners are at work, the operators having granted part of the demands made. The Pacific Coast Co., in anticipation of trouble, gave their men a slight advance also.

Shipments continue very light, there being but little coal to spare. But one full cargo was shipped, and a few vessels taking a partial cargo for ballast. It is estimated that about 3,000 tons were taken in small lots as ballast, and the bark Gatherer with a full cargo of 2,000 tons, all of which went to San Francisco.

There is quite a scarcity of coal here and at Tacoma also. The fact is, the demand for coal on the Pacific coast has outgrown the current supply, and mine owners and operators are utterly unable to supply the orders sent in. From present conditions the situation may become worse before it is better. Some of the agencies decline to supply more than from one to five tons to any one customer or dealer.

The Ocean Coal Co. has begun the construction of 100 coke ovens at Herminie, Pa.

WHERE STRIKES ARE UNKNOWN AND WHY.

The great strike in the anthracite coal region which began yesterday, with the general anxiety as to its consequences, turns attention to one place in the world where for several years strikes have been unknown and to the means by which this desirable state of things was brought about.

The colony of New Zealand, one of the most progressive and prosperous of the English colonies in Australasia, had been frequently and seriously disturbed by labor troubles until 1894, when an attempt to prevent their repetition, not by repressive but by remedial measures, was made in the passage of the industrial conciliation and arbitration act. Defects in the original measure were corrected in the amending acts of 1895 and 1898, and the scheme is now in successful operation, with the result of greatly fostering industry and trade and adding to the wealth and public income of the colony. The employing class at first opposed this legislation, but with experience of its working, employers are as enthusiastic in its favor as are the workingmen, at whose instigation it was enacted.

The spirit of the scheme is that both employers and workmen should form their own unions and associations on representative lines under the provisions of the act; that all questions should be dealt with by the unions and societies up to a certain stage; if an agreement is not then reached, the questions at issue should be brought, by the unions and societies themselves, and only by them, before boards of conciliation, and, if necessary, for final adjudication, to the arbitration court.

Every trade or industrial union is required to comply with the legal regulations concerning all corporate bodies. When this is done they are registered by the state and empowered to act in cases of dispute, penalties being imposed on the union, with liability on the individual members, in case of violation of any of the provisions of the act.

Without going into details of the law, the plan may be understood from an outline of its leading features. New Zealand is divided into six "industrial districts," in each of which is a "board of conciliation," composed of four or six members and a chairman. The members are elected by the unions, the employers' unions electing half the members, and the workmen's unions the other half. These members choose an "impartial person" outside of their own number to act as chairman. The members serve for three years, but are eligible for re-election. The chairman does not vote except in case of a tie vote, his position being similar to that of the vice-president of the United States when presiding over the senate.

Disputes may be brought before the board of conciliation by an individual employer or an employer's or workingmen's union or association of unions, or by an "industrial agreement" between the contending parties. The board goes into the question very thoroughly, and is clothed with full powers for eliciting facts and preserving order during the inquiry. It is required to give a decision "according to the merits and substantial justice" of the case within a specified time from the filing of the application.

Should the decision be unsatisfactory, the dissatisfied party can take an appeal to the board of arbitration. This board is composed of three members, one of whom is nominated by the councils of the workmen's unions, one by the councils of the employers' associations and the third is a judge of the supreme court nominated by the governor. The finding of this court is absolute and it has full powers for the enforcement of its decision, which must be given in the plainest language within one month from the first sitting in the case.

An important provision of the law is that forbidding any workman to leave his work or employer to lock out his workmen during a dispute.

Since the enactment of this law the conciliation boards have been kept busy hearing cases brought by employers or employed, the decisions have been accepted by both sides, and strikes in New Zealand are now unknown.

Suppose such a law in force in this country and its machinery available in the anthracite dispute. The miners' union would make complaint before the district board of conciliation against the operators' association, or against the several corporations or individual operators. The miners would be required to keep on working pending the hearing, and the operators would be prohibited from locking them out. Within a specified time there would be a decision given, and if the case were carried up to the final court of arbitration not over one month more could be taken.

In the meantime the mines would be working, the men and their families would not be starving, there would be no danger of rioting and bloodshed, and the innocent consumers of hard coal all over the country would not be punished for the obstinacy of the leaders of one side or the other, or both, in the coal region.

PITTSBURG, Pa.

SEPT. 25, 1900.

The demand for coal continues good and cars are a little more plentiful. The miners are beginning to wonder how much they will be assessed to support their striking anthracite brethren. The officials of the U. M. W. claim they can get \$150,000 a month from the miners and they say this amount will go a long way towards preventing any actual suffering.

The river company has 25,000,000 bushels of coal in the pools and harbor waiting for a boating stage in the river. The amount of coal shipped South this year is not up to the standard of other years. Navigation was not resumed last year until December 13th, and since that time about 65,000,000 bushels of coal have been sent to the Southern markets. About 80,000,000 bushels should have been shipped to date. There is awaiting shipment in coal boats and barges fully 25,000,000 bushels, a larger amount than has been held at this port for a number of years, possibly since 1895, the year of the prolonged drought. There are ample facilities for moving this big stock of coal as soon as the rivers are navigable.

Coke market firm. Connellsville coke is still being held at \$1.75 for furnace and \$2.25 to \$2.50 for foundry. Outside producers are selling furnace coke at \$1.50.

Representatives of local capitalists have purchased 2,500 acres of coal lands at Houstonville, on the Pan Handle road, for \$200,000. The purchasers have formed the Hickory Coal Co., and will develop the tract at once, it is said.

Webster Coal and Coke Company at Ehrenfeld, has let the contract for a 500-foot shaft to a Philadelphia contractor.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Buffalo dealers are now getting \$6 per ton for hard coal.

John Platz has started in the retail coal business at New Albany, Ind.

Herkimer, N. Y., dealers have advanced the price of anthracite \$1.50 per ton.

C. K. Lincoln has sold his coal business located at Owego, N. Y., to J. E. Terwilliger.

E. L. Edwards, Dixon, Ill., has sold his coal business to Henry N. and Howard E. Deeter.

The price of anthracite was advanced 75 cents at a meeting held September 21st by Aurora, Ill., dealers, and is now selling at \$8.00 per ton.

The Bloomfield Coal Co., Des Moines, Iowa, have completed the building of their new office, and are now in good shape for the fall and winter business.

An Ishpeming, Mich., correspondent writes: "There is a lively war on between the coal dealers of Ishpeming over the price of coal by which the consumers will be the gainers and the coal men the losers. One is determined to undersell the other, whether profit is to be made or not. About a week ago F. Braastad set the price at \$6.75 per ton. This was considered reasonable by consumers and much of the winter supply was ordered. A few days ago the Ishpeming Co-Operative store announced a cut on Mr. Braastad's price, making it \$6.50 per ton. Mr. Braastad was determined not to be undersold and the price again dropped 25 cents. He will now sell all grades of hard coal at the rate of \$6.25 per ton. The terms are cash with the order. The coal will be delivered at any time during the fall or winter. In view of the present coal strike, this is a remarkably low price and the people will get their supply at cost."

RESOLUTIONS PASSED BY M. S. KEMMERER'S MINERS.

On Tuesday, Sept. 25, so anxious are the miners to work at Sandy Run colliery, operated by M. S. Kemmerer, that they held a meeting and passed the following resolutions to apprise the public of the fact:

Whereas, We, the employes of M. S. Kemmerer & Co., at Sandy Run, Pa., are practically unanimous in our desire to continue work during the present strike in the anthracite region, and were determined to do so until it became impossible to follow the peaceful pursuits of industry save at the risk of violence, the destruction of our homes and our employer's property, and possibly of bloodshed and the loss of life; therefore, be it

"Resolved, That while we recognize the right of labor to be organized for mutual protection and to put forth every legal and honorable effort for the improvement of the workingmen's condition, we sincerely deplore the present strike in the anthracite region as being detrimental to the best interests alike of the operators and the miners, and as wantonly inflicting hardships and suffering on the general public.

"Resolved, That we have no sympathy with strikers who resort to menace and physical force to obtain their purpose, and that we regard the use of violence against those who refuse to leave their work as un-American. Those who institute a strike against an employer against whom his employes have no grievance, are deserving of censure.

"Resolved, That we take this occasion to present our employer, Mr. M. S. Kemmerer, the assurance of our highest regard for him as a man just, and true, and fair, and honorable in all his dealings with us, and of our affection as a thoughtful and faithful friend of the working men, and that we testify to his devotion to the best interests of his employes and their families and the community.

"Resolved, That a committee be appointed to present to Mr. M. S. Kemmerer these resolutions with our best wishes for his continued prosperity.

"NEAL GALLAGHER, JR.,
"JOSEPH BORRICKS, SR.,
"JOHN HARVILLA,
"JOHN MENELEY,
"ANDREW RUSSEL,
"EDWARD MOCHAMER."

No magazine of the day has made greater and more varied improvements in its appearance, contents and general attractiveness than Modern Culture, formerly Self Culture Magazine. Every American reader must feel grateful for the critical and thoughtful paper on "American Art at the Paris Exposition," by the wife of Charles C. Curran, an Ohio artist of world-wide reputation. Cleverness is the characteristic of Homer K. Underwood's account of Monte Carlo. In the guise of romance the late Sidney Lanier presents the essential spirit of Shakespeare's time in fascinating and instructive form. "On the Banks of the James" is a spirited colonial story by Wm. McLeod Raine. Scholarship, sympathy with Nature, and fine literary instincts are the hallmarks of Martha Bockee Flint's paper on the "Flora of Chaucer's Poems." "The House Behind the Cedars" reaches a dramatic climax in this installment, and from this point the reader's interest will never flag, and so throughout the number for October.

WESTERN COAL AND COKE NOTES.

An experimental oven at Huntsville, Mo., is now producing an excellent grade of coke.

A strike of the coal miners at Muchakinock, near Grinnell, Iowa, has been happily averted.

Test drilling for coal in the neighborhood of Brazil, Ind., is going on, and a large acreage of land has been optioned.

It is rumored that Marshfield, Oregon, capitalists have invested in the Riverton coal mine and will start it up at once.

Proposals are asked on coal for LaSalle County, Ill., bids on which will be received until 6 P. M., October 9, 1900, at Streator.

Coal from the mines of Jesse Knight & Sons, near Wellington, Emery county, Utah, is being tested at Provo to determine its coking quality.

The Riverside Coal Co. took out its first load of coal yesterday. The mine starts with about 50 men and the coal is said to be of good quality.

Coal lands around Wenona are in good demand and leases of many hundred acres have been made at \$10.00 per acre. Several shafts are now being sunk.

The Mt. Pulaski Union Coal Co. have sold their interest in the coal mine to Frank Froer and Bernhard Franken of Lincoln and H. L. Schafer of Mt. Pulaski.

The better prices now being obtained for soft coal have given rise to a good deal of talk of sinking new shafts to the mineral seams in the vicinity of Decatur, Ill.

The People's Kenmare Dry Coal Co., Kenmare, N. D., is making great progress with its entries into the coal. It appears that this is a superior quality of lignite coal.

The Colorado Springs Gazette says: "The Victor Coal and Coke is opening up a new mine on its property at Hastings. It also has under construction forty new coke ovens and about sixty new dwelling houses, now nearly completed."

A new corporation is the Alwood Coal Co., What Cheer, Iowa, with capital stock of \$6,000. Those interested are Alexander Walker, William Hodgson, L. Walker and William Thompson.

Professor William Phillips of Pittsburg, who recently visited the Deer Creek coal fields, near Phoenix, Ariz., has submitted a report in which he says the result of his investigations led him to believe that good steam and coking coal is to be found.

Emil Greim, who recently purchased a 40 acre farm about a half mile above Rock river bridge on this side of the river at Moline, while digging a well on the farm a few days ago, struck a three-foot vein of coal about three feet below the surface.

The Montana Coal & Coke Co., Horr, Mont., has just completed 25 new coke ovens, and 125 more will be completed by December 1. The facilities for mining coal were increased recently so that the necessary amount of coal can be supplied with ease.

A solid nugget of Peacock bituminous coal has been received from the Sweetwater Coal Co. by O. W. Smith & Co., Boise, Idaho. The block weighs 1,890 pounds, and was shipped to this city in an ordinary coal car. It is an unusually compact and flawless piece of coal.

A new Colorado corporation is the Cripple Creek Coal & Transportation Co. The capital stock is \$250,000, the principal place of business is at Colorado Springs, and the directors for the first year are L. W. Bassett, Charles H. Bryce, E. A. Sunderlin, W. H. Hoagland and T. C. Kirkwood, Jr.

The Auburn & Alton Coal Co. has been organized to rebuild the burned shaft at Auburn, Ill., and to operate the mine which has been idle ever since the fire several months ago. Mr. Wood Marble, of Virden, has been made president, Mr. L. W. Sensenney, secretary and treasurer, and J. Murphy, manager. The old mine has been bought and a large amount of new coal rights leased. The new company will be hoisting coal by November 1.

Senator Washburn of Minneapolis, Minn., is reported by the Journal of that city, as saying last week: "We have discovered and definitely located 3,000,000 tons of coal at Wilton, N. D., and if the great strike of the mine workers develops a serious situation in regard to the product of eastern mines, the vast lignite mines along the line of the Bismarck, Washburn & Great Falls Railway, may be called upon to furnish fuel for the twin cities."

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EASTERN COAL AND COKE NOTES.

It is estimated that the rise in the price of coal in Boston, will cause the "Hub" to pay about \$50,000 more for it this year than last.

Albert M. Crago, who is interested in coal lands, recently purchased by Toronto and Steubenville, Ohio, capitalists, was in Toronto last week figuring on their development.

A Canadian manufacturing company, represented by John Patterson, of Hamilton, Canada, has purchased 25,000 acres of coal land in Indiana County, Pa., operations on which will be commenced at once.

The slope for the coal mine which J. H. Cook & Sons are going to open at a point on the Chartiers road, a half mile west of Meadow Lands station, near Washington, Pa., is down to the coal. Messrs. Cook have a fine block of coal land in the neighborhood of the mines and when once in operation the mine will have a large output.

The Cambria Iron Co., Johnstown, has closed a deal for 1,000 acres of coal land in Salem township, for about \$100,000. The Cambria Iron Co. purposes building a branch railroad from a point near Saltsburg to the new coal field. The coal will be developed at once and much of the product shipped to the several plants of the company.

The Pittsburg & Baltimore Coal Co., of Pittsburg, have been incorporated at Charleston, W. Va., for the purpose of doing a general coal and coke business; capital subscribed \$300,000; paid in \$300,000, and they have the privilege of increasing the same to \$1,000,000 by the sale of additional shares. The shares are \$500 each and are held by C. M. Buchanan, John S. Griffith, Henry Bohn, all of Pittsburg, and J. B. McIntire and C. E. Conoway, both of Fairmont, W. Va.

The Toledo (Ohio) News says: "While the movement up the lakes of anthracite coal is not up to that of a year ago, the shipment of bituminous coal is far ahead of any season of which a record has been kept. This year can hardly be compared with 1899, because last season the lake trade did not supply the demand of the Northwest, with the result that when navigation opened in the spring all of the coal was off the docks and that commodity was going into that section by rail. Enough coal has already been shipped up the lakes to insure that no repetition of last season's shortage will be seen, but the prospects are for even a larger consumption than last year, which means that there is a good sized lump of business yet to be moved."

The River Coal Co., has concluded the purchase of about 1,500 acres of coal in the Fourth pool, on the Monongahela River, at a cost approximating \$400,000. The company has purchased enough river frontage to permit of the loading of boats on the Monongahela River. Coal can also be taken from the mine to the works over the P. V. & C. Railroad. Tipples for both railroad and river loading will be erected soon and the mine developed so that the mills and blast furnaces can obtain their full supply from the company's mines, which will be located near Brownsville, Pa. It is also the intention of the steel company to erect a large coal unloading plant, at the works. It is the intention of the Union Co. to erect its own coke ovens as soon as it begins the erection of its blast furnace plant.

McGee & Co., Clearfield, Pa., have purchased 3,500 acres of coal land in Indiana County, 8 miles from Johnstown and just across the river from Florence. This is underlaid with three veins of fine coal which will be developed at once.

The Erie Railroad since last spring has been storing coal at Port Jarvis, N. Y., until at the present time it has over 30,000 tons piled upon grounds of its own. This gives the company convenient use of extra coal in case of a prolonged strike.

The coal operators in the district covered by the Zanesville, (Ohio,) Miners' Union, have nearly all signed the scale. The following are those who signed the scale to hold effective until September 1, 1901: Joseph Miles, W. S. Combs, W. L. Dixon & Son, Charles A. Harper, David L. Hopkins, John Lutz, George H. Harper, G. W. Besser, Frank G. Swope, James Severance, Henry Spinks, John German, John McNulty, Harry L. Greiner, James Bridwell, M. A. Blakney, George M. Lewhew, W. A. Werner, Frank Lacy, Hoff Bros., Robert Fowler, Andrew Melvin, M. L. Fisher, C. W. Fisher, T. W. Morgan, Charles T. Schultz, John Grether & Bro., Howard Smith, Leroy Frakes, John W. Andrews, Arthur B. Potts, L. S. Johns, James H. Crooks, T. W. Harper, J. W. Foutz, C. A. Barton, W. H. Weller, William Taylor, Abe Emery, S. Neible, C. Hamler, John Adams, Isaac Melvin and H. L. Culp.

Among curious funeral customs, is the habit of the English coal miners to have tobacco and a pipe placed in the coffin of the deceased. The Cornish tin miners almost invariably include an umbrella among coffin "furniture."



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SOUTHERN COAL AND COKE NOTES.

The Needmore Coal Co., Chattanooga, Tenn., has filed an amendment to its charter increasing the capital stock from \$100,000 to \$250,000.

The sale of 28,000 acres of West Virginia coal land in Brooke and adjoining county, is noted to Pittsburg capitalists. The coal will be developed.

The Flemington Coal & Coke Co., of Flemington, is shipping 2,000 tons of coal daily. The entire output is sold for months to come, and the capacity will be increased.

The Bergenroth mines at Troy, Ky., are still yielding no output. The firm, however, is putting the mine in splendid condition and expect to soon operate at full capacity.

Birmingham capitalists are very much in earnest in pushing and talking up the Warrior canal in order to get a cheap haul for coal and iron to the gulf ports to expand the export trade.

At the Warner coal mines, Birmingham, Ala., the openings have developed a vein of coal of the Pratt seam five feet thick for a distance of 300 feet. There is no such coal in the whole seam.

The Coal Creek Coal Co., recently incorporated, is opening mines at Raven, Va. The company has organized with R. R. Henry, of Tazewell, Va., president, and G. W. Gillespie, also of Tazewell, secretary-treasurer.

A new Arkansas corporation is the Wylie Coal Mining & Rock Machine Co., Fort Smith. Its capital stock is \$32,000, all of which has been subscribed. The officers are: M. B. Wylie, president; J. E. Finney, vice-president; T. P. Winchester, secretary and treasurer.

The first carload of coal mined in Cumberland county, Tenn., went over the Tennessee Central Railroad last week. It was mined and shipped by the Crab Orchard Coal Co. and was consigned to C. F. Newton, superintendent of the Tennessee Central at Rockwood. It is said that the coal was sent out without screening, just as it came from the mine, and that it was pronounced superior to the Brushy mountain coal, which has been in use in the engines of the company. The Crab Orchard Coal & Coke Co. is one of five or six recently organized for the development of the coal interests of Cumberland county.

The president of one of the largest operating companies in Hopkins, the greatest coal-producing county in Kentucky, its output being fully one-fourth of the product of the State, sends in the following statistics: "A comparison of what has been done by the Hopkins county coal industry under Democratic and under Republican administrations is interesting. Taking the year 1892, the last year of President Harrison's administration, Hopkins county produced 736,765 tons of coal. During 1893, the first year of Cleveland, the county's output was 761,074 tons, an increase of $3\frac{1}{2}$ per cent as compared with the previous year. In 1896, Cleveland's last year, the county produced 779,181 tons. This was an increase of only $5\frac{3}{4}$ per cent during the four years of Democratic administration. In 1897, the first year under McKinley, Hopkins county produced 961,412 tons of coal. This, compared with 1896, the last year of Democratic power, shows an increase in output in one year of $23\frac{1}{2}$ per cent. During 1899, the third year of Republican rule, the county produced 1,265,706 tons of coal, an increase over 1896 of $62\frac{1}{2}$ per cent in three years."

About 300 miners and day laborers employed by the Coal Creek Co., Coal Creek, Tenn., struck last week. The miners were recently raised $7\frac{1}{2}$ per cent, and went out in an effort to secure a raise for the day laborers.

The Sanford & Brooks Co., Baltimore, have been awarded the contract to build at Lambert's Point, near Norfolk, one of the finest coal piers known. It is to be of steel, 800 feet long, with an ascent 2,000 feet long. It is to parallel the pier that has been in operation at Lambert's Point for many years.

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(INCORPORATED.)

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VOL. 25. OCTOBER 6, 1900. NO. 14.

MARKET REVIEW.

What is very generally considered as being a fair offer has been made by the operators to the striking miners and employes in the anthracite region—ten per cent advance in all wages. So far, this has not yet been accepted or rejected by the men, unless the fact that no official notice has been taken of it, can be called rejection. The union officials claim that the offer is not enough and the majority of the strikers reiterate what their leaders say. However, viewed from this distance, the ten per cent proffered by the companies, appears to be a fair basis for a speedy and practical adjustment of the present trouble, regardless of certain alleged grievances. It is considered that a just and equitable settlement should be secured along that line, irrespective of any other claim which may be pending, and it is believed, that a conference of the strikers would show that the majority of them would be willing to accept. The operators have conceded; the men, through the instigators of the strike, have refused or ignored the concession. It really begins to look as though the promoters of the trouble do not want the strike settled, but are endeavoring to prolong it through the political campaign, the purpose of which is only too evident to be further hinted at. But, aside from this, there is evidence that the agitators are determined to form a labor trust, the like of which numerically is known in no other land, and to secure their selfish end are willing to sacrifice the chance of the strikers' obtaining an equitable settlement with an advance in their wage. It is possible the very liberal terms offered may be withdrawn, and as the miners' right to pool themselves will offset the operators' privilege to employ other men, they may exercise it by starting up their collieries, and there must be no opposition on the part of former employes. But it is hoped and expected that the strikers will

be amenable to reason and argument and accept the concessionary terms offered. It is not anticipated, nor would it be expedient for the men to resume work without a formal acceptance of the advance, and if this is accomplished soon, the other differences could be temporarily laid aside until decided by arbitration.

Anthracite shows less excitement than last week, and while there is still considerable inquiry all through the West, the urgency of the demand has greatly abated. While it is conceded that stocks are in fair shape for the immediate future at nearly all lake ports, it must be remembered that further receipts of water coal will depend entirely upon how soon resumption of operations commences and how general it is. For this reason many shippers are declining any accession of business, while others cannot accept orders because they have practically no free coal. There is yet time for receipts of lake coal, providing the strike is speedily adjusted and work resumed, otherwise there will be a shortage of dock coal everywhere. The strongest demand so far, emanates from trans-Mississippi points and along the Missouri river and beyond. Procrastination has been so persistent this year, that it is quite possible that further shipments thither will be very light. Whatever may be the outcome of the anthracite strike, it is not at all probable that current price of \$6.00 for egg, stove and nut, will be disturbed this season.

Bituminous coal is in fair demand, and it only needs a few chilly blasts to make it briskly active throughout the Central West. Production at many mines has been, and still is, much curtailed by the usual fall scarcity of cars, from some of them the output has been reduced fully one-third. Hence, there has been quite a disappearance of soft coal from railroad tracks everywhere in the West—the only exception being screenings and other steam grades. Of these and other fine coals there is a plethora, which is probably due to the increased use of and demand for "run of mine." The looked for increased demand for the domestic varieties, will tend only to a greater abundance. The general advance which obtained throughout the West in the price of soft coal October first, was seasonable and is maintained. There is a shortage of the smokeless and splint varieties of Eastern coal, and accounted for the greater demand in the East, because of the anthracite strike.

Coke of all kinds shows a more active inquiry and there is no surplus on track. Crushed coke is in good inquiry.

Our New York representative reports that all indications point to an early settlement of the strike in the anthracite coal fields and any further delay will be due to the insistence of the recognition of the union. While up to the present nothing definite has been accomplished, yet negotiations have been in progress all the week between the coal carrying and the mining companies. The basis of the settlement is, an advance of 10 per cent in wages generally, and an arbitration of certain grievances. The news of an early prospect of a settlement of the trouble last week has caused a material falling off in the rush and urgent demand for anthracite, both by dealers and consumers, and prices, too, have been affected, being considerably lower. A cold wave, however, would cause an active demand for immediate shipment, because stocks are much depleted. Steam sizes are in short supply, and prices irregular but high. Soft coal all along the seaboard is in greater demand than supply, and producers of the better grades have much difficulty in keeping their customers supplied. The far East continues to present a strong demand for coal, but consumption is not so large as it was last year, as the water power is not so badly affected by drouth. Trade along the Sound is active, and some shortage of coal is noted; New York harbor is in much the same condition and demand greater than current supply. All-rail soft coal is in good shape. There is some demand for export coal, and regular shipments are going forward to ports on the Mediterranean.

Buffalo advices are that there is still some anthracite in stock and for water shipment by the regular companies, with probably two exceptions. Shipments of coal from Buffalo westward by lake aggregated 12,390 tons, distributed as follows: Chicago, 7,500 tons; Milwaukee, 3,200 tons; Fort William, 1,090 tons, and Bay City, 500 tons, seven cargoes in all. Soft coal is in short supply, so that none is spared for lake shipment. There is a prospect of still greater scarcity if the anthracite strike continues much longer.

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OCTOBER 3, 1900.

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AVERAGE RETAIL PRICES.

White Ash.....	6.50
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Red ash.....	7.00

In the anthracite coal trade all indications point to an early settlement of the strike and any delays to a peaceable termination will be due to the insistence of President Mitchell that the Mine Workers' Union shall be recognized. Negotiations have been in progress between the large carrying companies and mining interest for the past week, but as yet nothing definite has been concluded, though the impression is that another week, which will be necessary to go over the entire ground and arrange all the details, will see most of the men back to work. The basis of adjustment considered involves an advance of 10 per cent in wages and a waiver of all claims for recognition by the U. M. W. to be made by President Mitchell and will submit to arbitration all minor grievances. The Reading Company have already posted notices in their mines of an advance of 10 per cent, but up to the moment none of the men have returned to work. The scramble for coal which was manifest last week has very materially subsided with the news of an early settlement of the strike and the demand at this point for some days past has been little or nothing. Most dealers have still enough stock on hand to tide them over for a week or two with the present small demand from the Consumer and in consequence prices are dropping off to some extent in both markets. Retailers are asking from \$6 to \$6.50, but are selling little coal. Some sales are noted in the wholesale market on the basis of \$5, f. o. b., per ton for stove and nut coal. It is generally conceded, however, that stocks have become pretty generally depleted and a cold wave would bring a rush of orders into the market for immediate shipment that would be hard to provide for, as buyers at all points are sailing as close to the wind as their present limited demands will let them and an influx of orders from the consumer would clean them up in a very few days. The far East is still calling for some coal though it has considerably diminished in the aggregate tonnage. Reports from there are to the effect that dealers have about a week's supply on hand, which is small for this time of the year. Points along the all-rail deliveries are in much the same condition, some dealers having small stocks, while others have little or nothing. The companies, however, are helping out these individual cases as far as lies in their power by husbanding their supplies and shipping to the most needful sufficient to meet their daily requirements. Steam sizes are also very scarce and it is difficult for the consumer to get any unless he is under contract, and even then it is pieced out to him in small lots. Prices on these sizes are still of a panicky character.

In the soft coal trade there is a good demand along the Atlantic seaboard. Indeed a larger demand than there is supply. Some of the better grades of coal have difficulty in keeping their contractors in supply and it is known of a number of instances where consumers with their contracts for their full year's supply of coal, had to buy at retail to keep them going for some days. This was brought about to a great extent by a poor car supply at the mines, which has been remedied to some extent within the last few days on some of the railroads more than others. During the last week it is believed that a number of the railroads have set out to clear their sidings of loaded cars, and cars that have been side tracked for weeks have been put into shipping ports and discharged, and it is believed that there are very few back number cars along the lines of the railroads at this time and the transportation from mines to tide has improved materially if the railroads would now give full equipment of cars it would relieve the situation in many particulars. Trade in the far East is strong and the demands especially for the better grades are large. It is, however, thought, that there are better supplies of coal on hand with the consumers at this time than there was at this time last year. The consumer in many instances if he was not able to get the particular kind of coal he desired he would take the next best kind he could get. The water power in this territory is poor, which is the same condition that existed last year, but it is not thought there is quite the extreme consumption there was then. Trade along the Sound shows the greatest demand at the present time and it is believed that the greatest shortage of coal exists there. All-rail trade is active and is getting back to its old stride. There is a little inquiry from abroad and there is a regular shipment going to the continent though freights are quoted at 22 shillings to Venice and Trieste, and 20 shillings and sixpence to Genoa. Transportation from mines to tide is much better or nearly up what it should be. Car supply is improved and is about 80 per cent of what is called for. There has been quite a shortage of harbor boats and rates for two or three days were 35 cents to the harbor from the lower New York harbor shipping ports, but they are gradually going down as anthracite is being discharged and 20 to 25 cents seems now to be the rate. In the coastwise vessel market vessels are in good supply with coal and orders scarce and freights are weak at Philadelphia to Boston, Salem, Portland and Wareham, 80; Providence, New Bedford, and the Sound, 70; Lyon, 90; Newburyport, 95; Portsmouth and Bath, 86; Saco, \$1.05, and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00. The further lower ports are 10 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.45-2.75 on the cheaper grades, and \$2.65-3.00 on the better grades. New York harbor, \$2.75-3.00 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.85-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

OCTOBER 4, 1900.

The hard coal interest uniformly declares that there is no news these strike days and one shipper advised setting down a cipher as the result of the week's transactions. It appears that nobody is receiving any direct advices from the mines, so that the newspapers form the entire source of information. It does not look now, though, as if the strike would be very lasting.

There is still some hard coal here and it is being used as carefully as possible. Although the Lackawanna Company stopped water shipments more than a fortnight ago, it still has some coal in stock, and so has the Lehigh. All the other companies are shipping now and then by water. The Erie and Delaware & Hudson both reported boats to load yesterday, and as for Cox & Bros. there has not been any dropping off worth mentioning, so that Agent Conard has been able to ship seven cargoes during the past ten days, which happens to be just half of the entire list.

It will be useless to attempt any quotations of the general anthracite prices, for there are no sales and will be none till the strike is over. There is still something doing in the local yards at prices 75 cents advanced from the circular, as follows: Grate, \$4.75; egg, stove and chestnut, \$5 per net ton from trestle. The dealers charge about uniform \$6 to consumers.

It is generally predicted that there will be an advance all along the line as soon as the strike is over, though whether this is to cover losses, meet the advance in wages offered or prepare for winter conditions is not plain. Possibly a little of all these.

As usual the local papers have expressed their love for the "coal barons" in small ways since the strike broke out, but the worst specimen of it all came out one day late last week in the form of an "interview" in an afternoon paper. The informant pretended to be an operator living at Wilkesbarre, but he was good enough to give a name that does not appear in any authentic list of resident coal men there. He said that the coal operators had a stock reserve of 10,000,000 tons, equal to one-fifth of a year's production, that could be used to meet present demands if they chose to use it, so he concluded that the strike was a mere matter of greed on the part of the operators and would cease as soon as the poor miners were sufficiently starved into subjection. Of course the paper swallowed the story and printed it as fact. Had the scribe asked any shipper about it he would have learned that no coal is stocked at the mines whatever.

Of course the water shipment of coal has gone to pieces entirely. The week shows only seven cargoes, three of 7,500 tons total to Chicago; two of 3,200 tons total to Milwaukee; one of 1,090 tons to Fort William, and one of 600 tons to Bay City, an aggregate of 12,390 tons. There is no change in the rate of freight, 30 cents to all but Fort William, which is usually 35 though some cargoes are taken for 30.

Soft coal dealers are very short of supplies, so that none is spared for lake shipment and most of the firms report that they are very far short of the amount that they need. Some of them are not able to do anything but supply their regular customers and the prospect is of still greater scarcity if the hard coal supply continues small.

Following are bituminous coal prices, all very firm: Pittsburg lump \$2.50; lump and nut, \$2.40; mine run, \$2.30; Blossburg smithing, \$3, all per net ton from cars; steamboat fuel, \$2.80, delivered on board.

J. L. Good, representing the new Pittsburg & Buffalo Co., is in Buffalo visiting Agent Morlock of the local coal office of the company. He states that the company is already shipping coal right along and will inside of ninety days have the new Blanch mine at Canonsburg, on the Panhandle near Pittsburg, turning out 2,000 tons a day, though coal for the Buffalo market is likely to come from the company's mine in the Allegheny valley on account of its nearness to the city. The company will run its own cars as soon as they can be built.

CONNELLSVILLE, PA.

OCTOBER 2, 1900.

The Courier says: "The coke market did not keep up to the mark in gaining lost ground last week. While there was only a slightly decreased output from the region, a little over 100 cars less than on the previous week, the general tone of the trade was not as good as it promised to be early in September. This week, however, both consumers and manufacturers are taking a very favorable view of the situation. The settlement of all differences in the iron world between the manufacturers and the Amalgamated Association insures the resumption of scores of mills by the end of the month.

"The anthracite coal strike continues to help the coke market in the sale of choice consignments of coke. The several crushers in the region are operating after a long lay off. During the urgent demand for furnace coke last fall and summer, when it brought over \$3 a ton, there was no time to crush coke and none was on the market. While this demand is appreciated in the Connelville region, it will not assume proportions that will have any noticeable effect in sending the output of the region upward.

"Furnace coke is quoted at \$2.25@2.35, and foundry coke \$2.50@2.75. These figures are for standard Connelville.

Freight rates per ton 2,000 lbs. from the Connelville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

The mines of the Coal Company at Etherly, Ill., are running full. This company will soon have their third mine opened. New men are being put to work as fast as they arrive, and a force of nearly one hundred are on the pay roll. The company expect to have two hundred men employed by December.

CHICAGO MARKET.

With a few notable exceptions the strike in the anthracite fields of Pennsylvania may now be called general. The exceptions are the 5,000 men in the Panther Creek valley, Shenandoah and a number of the collieries of the Philadelphia and Reading Coal and Iron Co., in the Lehigh and Schuylkill regions, though these latter are more or less crippled by desertions to the strikers. It is apparent that the union officials are determined to make the operators recognize the local lodges if, indeed, not the jurisdiction of the national officials of the U. M. W. of A., despite President Mitchell's waiver in his statement to the public last week. Already the operators have decided to grant a 10 per cent advance in wages, a reduction in the price of powder where necessary, and several other minor concessions, other demands to be arbitrated, but these are objected to by at least two big producing companies who are opposed to these and have not posted any notices about their collieries. The miners' officials, it is reported, have declared that they will not enter into any negotiations with the operators until there is unanimity among them all for a settlement of the strike, accompanied by an advance in wages and that alleged grievances will be redressed. In these premises it is difficult to see how there can be any speedy settlement of the trouble at the anthracite mines. But in any event it is not believed probable that there be any general resumption until toward the end of the month, as it takes time, discussion and argument to make an agreement which would be and must be acceptable to both sides. So far there has been no hint at all that the companies will be parties to any conference, and until their full acquiescence and approval has been obtained to a joint meeting there will be a slim chance of an early adjustment of the strike. Furthermore, as the companies have declined to recognize the union officials, there is evidently a good deal of friction yet to overcome.

Anthracite coal is quiet but firm at current circular of \$5.75 for broken and \$6 for the domestic sizes, with a continued great scarcity of small egg. Evidence is not wanting that coal will not be any lower in price this season, even if the strike could be completely settled and work resumed at once, of which there's little hope, because there has been already some five million tons or more of anthracite taken out of the market when most needed both East and West. It is doubtful if more than a few stray cargoes of water coal reach this market before the close of navigation, so that dependence will have to be placed upon all-rail receipts. Inquiry and demand have fallen off during the week owing to the current report that a basis of settlement had been determined. Retail coal is also quieter; the rush of the past few weeks has been greatly diminished, but the price is steadily maintained at \$7.

Bituminous Coal is by no means as active as it was a week ago, partly on account of the weather and partly because of the reported settlement of the anthracite strike, which, however, is premature. All shippers of smokeless varieties of coal from Maryland and West Virginia report a heavy increase in the demand and a corresponding augmentation in the price, with but little if any enlargement in the supply, as a heavier demand has set in from the East. The "scare" upset the trade considerably and many dealers demanded sufficient coal to last them through the season, this in the face of the present scarcity of cars could not be complied with. Many producers are in a quandary what to do with their fine coal, which is still very much of a drug on the market. Ohio coal is in greater demand than supply, and in a minor degree this applies with some force to the better grades of the western product. Prices are generally held at the circular below.

Coke begins to show more evidence of greater activity, as both inquiry and demand are steadily improving and with this betterment prices are inclined to move upward. Crushed coke, the best practical domestic substitute for anthracite coal, is in better demand and from the present outlook there is little doubt of it receiving greater attention from the dealer trade.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.		
ANTHRACITE COAL.	BITUMINOUS	SMITHING AND CANNEL COAL.
Grate..... \$6 25	Carterville washed nut. \$2 25	Blossburg.....
Egg.....	DuQuoin..... 2 50	Cumberland.....
Stove.....	Wilmington..... 2 50	Piedmont.....
Nut.....	Spring Valley..... 2 50	Lilly.....
Grate from yard or dock. 6 25	Riverton, Marion..... 2 25	Sonman.....
Egg, stove and nut from	and similar grades..... 2 25	Birdseye Cannel..... 5 50
dock or yard..... 6 00	All Spgfd. district..... 2 25	Falling Rock Cannel... 5 00
Domestic sizes at retail.. 7 00	Penwell and Pana..... 3 25	Cannelburg..... 3 25
	Alton district..... 2 25	Federal Smokeless..... 3 75
BITUMINOUS.	EASTERN COALS.	COKE.
Brazil Block, Ind..... 2 80	Pocahontas.....	Connellsville..... .5 25 @ 5 50
Sullivan county, Ind.... 2 25	Maryland.....	Pocahontas..... 5 25
Sullivan county, Ind.,	New River.....	New River..... 5 00
nut..... 2 00	Ocean.....	Fairmont..... 5 00
Island, Ind..... 2 30	Montana..... .3 50	Elk Lick..... 5 00
Island nut..... 2 00	Winifrede Splint..... .3 50	Gas House..... 4 25
Coxville, Clinton, etc.... 2 00	Thacker..... .3 50	Charcoal per bushel.... 18
Hocking Valley, Ohio... 3 00	Raymond..... .3 50	Crushed Coke..... 4 80 @ 5 25
Carterville, Ill..... 2 25	Mammoth..... .3 50	

A quick way to coal locomotives has been introduced. The engine is run under a trestle, which supports a well filled coal box. The fireman touches a button and the bottom of the box is opened and the tender is instantly supplied with coal.

PHILADELPHIA, PA.

OCTOBER 26, 1900.

The anthracite coal trade is still influenced by the restricted supply of coal though the reports of an early settlement of the strike and the continued warm weather has made the demand less pressing, which is giving the companies temporary relief and at the same time permits them to piece out their supply more sparingly. It is not thought, however, that dealers have any great stocks of coal on hand and the present prices and the difficulty in securing the desired stocks is the only reason for their not laying in a fuller supply. Most interests recognize this condition and believe that with the first cold wave there will be a rush for coal which must deplete present stock in a very few days, but with the hope of continued favorable climatic conditions buyers prefer to take their chances on a hand to mouth policy as they fear that a slump in prices will take place with the resumption of the mines which would entail considerable in the event of their having any large amounts of high priced coal on hand. We do not hear of any distress for the lack of coal, though some of the larger consumers are running pretty close and in some instances are buying enough soft coal to help out with. The companies are taking care of all their customers to the extent of their supply and are shipping only in sufficient quantities to meet the daily needs of their patrons. Significant conferences have been held during the week by the railroad officials and operators, which would indicate an early settlement of the strike, though on account of the vast interests and the many details local to the different regions, nothing definite may be concluded for another week or ten days. Already a number of the companies have posted notices at their mines increasing the wage scale 10 per cent, but the attitude of the men in not accepting this proposal would show that it is as much a matter of honor with them as dollars and cents, and this may influence them to hold out for the recognition of the union.

In the soft coal trade there is a large demand and notwithstanding the better car supply and transportation service here is a shortage of coal and shippers are still bothered to get enough coal forward to fill their most urgent orders. Consumers are known in various instances to be running on a few days' supply, even they have contracted for their full year's tonnage. The last few days has seen a somewhat better supply of cars by the railroads, which is thought may relieve the situation shortly and it is already noticed that quite a number of cars that have been side-tracked along the lines for days are beginning to arrive at tidewater ports. Comparatively the most active consuming territories are the far East and points along the Sound, where the demand is in excess of the supply, especially for the better grades of coal, though it is remarked that consumers are taking to the poorer grades more kindly than they did a year ago, when the better coals cannot be had. All-rail trade is getting quite active and about back to its old-time form. The foreign demand is not quite as large as it was, but regular shipment continue to go forward.

Transportation from mines to tide is good and cars are about 75 per cent of the requirements. In the vessel market vessels are in good supply, but orders scarce. We quote as follows: To Boston, Salem, Portland and Wareham, 80; Sound ports, 70; Lynn, 90; Newburyport, 95; Portsmouth and Bath, 85; Saco, \$1.05 and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00.

KANSAS CITY, MO.

OCTOBER 4, 1900.

This is Kansas City's annual carnival week, and, coming in conjunction with an exceedingly warm wave, gives the coal business the appearance of quietude. Delivering of coal to consumers is somewhat curtailed for the week on account of the festivities, but will probably be more actively resumed in a few days. It does not appear that the normal amount of coal has been hauled to the consumer this season up to the present date, and of course the time for finishing the job is limited.

An advance of 25 cents in the wholesale price all round was made effective Oct 1st. Dealers were not able to hedge much on the last days of September and while a lull in orders always follows an advance, the present one bids fair to amount to little.

Prices can be said to be well maintained, fully as well as when supposed to be governed by an exchange.

The mines at Leavenworth are still idle, although of course much talk is heard about the trouble being about fixed up. The country towns that depend on this camp for their supplies are not buying much coal as yet, but will be considerably inconvenienced should they need coal before a resumption of work.

There is no change in the Arkansas or Southern Kansas fields since our last report.

Dealers and consumers have cooled off from the first excitement caused by the anthracite strike and have about determined to take things as they come, which, after all, is generally the best thing to do.

SAN FRANCISCO.

SEPTEMBER 29 1900.

During the week there have been four arrivals of coal from British Columbia with 12,790 tons; five from Washington, 11,690 tons; two from Australia, 6,693 tons; one from Philadelphia, 2,593 tons; total, 33,766 tons. The amount at hand this week is about equal to the quantity needed, still it is too close for comfort, as we are not accumulating a reserve for the winter requirements, which we prudentially should. Crude oil is enlarging its output very effectively, new finds are reported almost daily, and there is immediate and profitable sale for all that can be sent to market. The coal strike in the Eastern collieries does not in any way affect the local market here, as the quantity of anthracite that we receive annually is almost nil. The present outlook intimates an early compromise there, which is heartily to be desired. Australian and English coals are still unprocurable, the cost, freight and duty added make them too expensive. The English journals are advocating the imposing of an export duty on all their coal products, so as to retain their output for home purposes; if this goes into effect, it signifies its nonimportation here for all time. Our colliery proprietors on the coast are doing their level best to get their products to market, to avert any possible fuel famine locally, so consumers may not suffer. Prices remain stationary, and there seems no disposition to advance quotations; still housekeepers are all filling their bins, fearing a scarcity later.

CINCINNATI, O.

OCTOBER 4, 1900.

The expected advance in the retail price of soft coal is now practically in effect. Yesterday afternoon all the dealers of the city except one raised the price 25 cents a ton, making the retail price \$3.25 a ton in the down-town part of the city and \$3.50 a ton delivered on the hills and for long hauls. This action has been anticipated for some time, and as a consequence the dealers have been almost swamped with orders. A peculiar custom obtains here with regard to orders. If a customer comes in ordering coal the order is booked at the current rate, although in many cases the dealer does not expect to deliver the coal for some time, or until the price is risen. Just now there are hundreds of orders on the books of the coal men at \$3.00 a ton, and they were taken with a full knowledge that market conditions warranted an advance, and now, when the market price is \$3.25, the dealers will continue delivering \$3.00 coal just as cheerfully as if they were getting the full rate. The wholesale market is in good shape except for the continued shortage of cars. Kanawha lump is in good demand at \$2.50 a ton on tracks here. There is no coal for sale in the river, and the river is lower than it has been known for many years, and of course too low for any shipments. New River and Pocahontas coal is still retailing for \$4.00 and \$4.25 a ton, and anthracite is worth \$7.00, though it is still quoted at \$6.50.

SEATTLE, WASH.

OCTOBER 1, 1900.

The Pacific Coast Co.'s coal bunkers at Astoria were burned on the 22nd and were completely destroyed. The bunkers contained between 600 and 700 tons of coal at the time, which was lost also. The loss is estimated at \$30,000.

Numerous parties have for the past few weeks been quietly staking out coal claims near Princeton, in the northern part of Washington. Samples of this coal were recently returned from a coking plant where it had been tested and showed a return of 60 per cent carbon. This deposit of coal has been proven to be a very large one. The cargo shipments have been better this week, the market being a little easier.

Ship.	Destination.	Net Tons.
Lucile	San Francisco.....	2,100
Levi G. Burgess.....	San Francisco.....	2,500
Isaac Reed.....	San Francisco.....	2,500
		7,100

GREAT OUTPUT OF COAL IN 1899.

The report of the coal production of the United States during 1899, by Edward Parker, of the Division of Mines and Mineral Resources of the United States Geological Survey, has just been made public. The report shows that 1899 was the most remarkable in the history of coal mining industry in the United States. Not only was the production the largest ever recorded by nearly 34,000,000 tons, but prices also showed a general improvement throughout the country. Anthracite experienced an unusual season of prosperity, as shown by a production of 53,944,647 tons, an output greater by 2,161,525 tons than the hitherto unprecedented record of 1895, with an advance, considering all marketable sizes, of five cents per ton in the average price for the year.

In the bituminous trade the production and consumption were limited only by the ability of railroads to furnish the cars and provide the means of hauling them, and in some cases by the ability of operators to secure the labor sufficient to keep the tonnage up to the demand. It was the first time in many years that the productive capacity of the bituminous mines was not in excess of the market requirements for at least a portion of the year. The wonderful activity which prevailed throughout the year in the iron and steel trades created a demand for coke that kept practically every available oven in the country operating to its full capacity and taxed the railroads entering the coking districts to provide transportation for the output. The entire year was one of remarkable activity in all branches of the coal business and will have a notable place in the history of the trade. One of the effects of the enormous increase in production was the placing of the United States ahead of Great Britain as the leading coal producer of the world.

The total product of bituminous coal in 1899 was 172,608,917 tons. Not only did the production exceed all previous records, but it placed the United States at the head of the coal producing countries of the world. The statistics for 1899 show an increase of 33,765,325 tons, or 15.35 per cent over 1898, and of 53,518,327 tons, or 26.73 per cent. over 1897. Comparing the product in 1899 with some of the earlier years of our history, a still more remarkable advance is shown. In 1889 our total production of coal was 141,229,613 tons, showing an increase in ten years of 112,510,379 tons, or nearly 80 per cent. In 1879 our production amounted to only 66,452,960 tons, compared with which the output in 1899 shows an increase of about 288 per cent., while in thirty years the production has increased about 700 per cent, the yield in 1899 being eight times that of 1869, one generation ago. In the same period the production of Great Britain has about doubled, that of Germany has been multiplied by four, and that of France by 2.5. In 1869 the coal product of Great Britain was nearly four times that of the United States, and that of Germany exceeded ours by about 20 per cent.

ANTHRACITE COAL IN WASHINGTON.

A dispatch from Valley City, N. D., Sept. 28, says: "Judge J. M. Dennett has just returned from the Cascade Mountain district of Washington, bring samples and news of the location of vast fields of anthracite coal. In company with Professor Burchell, a mineral expert of Seattle, Judge Dennett penetrated into the Cascade range, sixty miles from the railroad, and after two days of prospecting located veins showing nineteen feet of coal and located on 640 acres of land. He estimates the quantity of coal in sight at 25,000,000 tons. Judge Dennett first discovered the coal on a prospecting trip in the sixties, but lost track of the location till his recent trip. He will form a company to work the veins. The samples shown are of the same quality, but lighter than the Scranton product."

ON THE WING.

Mr. R. Woltman, South Bend, Ind., was circulating around among the coal trade of Chicago during the week.

Mr. J. W. Johnson, La Salle, Ill., was one of many visitors to Chicago looking up anthracite coal.

Mr. W. H. Liggett, of Liggett & Mills, Columbia City, Ind., was in Chicago this week looking up the wholesalers of coal.

Mr. W. H. Yeakel, Polo, Ill., was one among many who was trying to buy coal from the Chicago trade at the regular circular during the week.

Mr. G. Lafond, of T. Lafond & Son, Kankakee, Ill., wholesalers and retailers of hard and soft coal, etc., was in Chicago this week interviewing the big shippers.

Nearly all the mines in the Pittsburg bituminous coal district are running on full time and still the demand is greater than can be supplied owing to the anthracite strike.

Pittsburg advices are that the Pittsburg Coal Company has been asked for prices on from 200,000 to 1,000,000 tons of coal delivered at the seaboard for foreign shipment.

Colonel J. H. Rhodes, Clyde, Ohio, father of Mr. H. H. Rhodes, A. G. F. A. of the C. & E. I. Railroad, was in Chicago last week on a brief visit to his son.

Peter R. Budd, formerly president of the Collier-Budd Coal Co., Cincinnati, after spending the summer on the northern lakes, has gone to Pittsburg presumably to enter the coal business.

The coal tonnage of the C. & E. I. Railroad will be greatly increased in the near future, when all the new mines are opened. No less than nine shafts are to be sunk on its various branches.

A new Indiana corporation is the Indiana Southern Coal Co., of Sullivan county, with capital stock of \$50,000. The first board of directors is composed of D. M. Cummings, John K. Seifert and P. J. Gilmour.

Captain Samuel S. Brown, the head of the transportation department of The Monongahela River Consolidated Coal and Coke Co., Pittsburg, has returned home after spending several days in Louisville and Cincinnati.

Great Britain's coal problem is discussed in the current number of the National Review by A. D. Provand, M. P. Wages of miners, strikes, international competition and duration of coal supply form the basis of argument.

The Howe Scale Co., Rutland, Vt., has just secured a big contract for furnishing all the coal carrying machinery for the new power plant of the Manhattan Railway of New York. The contract amounts to over \$50,000.

Mr. Thos. Cunningham of Carlinville, Ill., has succeeded Mr. Rheinhard Graheuck as manager of the Henrietta mine at Edwardsville, and the latter has taken charge of the Coffeen Coal and Copper Co.'s shaft at Coffeen.

Messrs. Terry & Emmons, New York and Eastern agents for the Consolidation Coal Company have removed their offices from the fifth floor of No. 1 Broadway to the seventh floor, where they have secured more desirable quarters.

Mr. Wm. H. Baker of Baker Bros., Chicago, the well-known distributors of coal, is a candidate for trustee sanitary district. Mr. Baker, who is well and favorably known to the coal trade of Chicago, will doubtless make a good trustee if elected.

The Centralia Mining and Manufacturing Co., of Centralia, Ill., have given a rush order for an Ottumwa Box Car Loader. This is the first of these machines to go into southern Illinois. However, other operators will not be slow to adopt it when they learn of its success.

The Youghioghenny and Lehigh Coal Co., Chicago, was the successful bidder for the coal for Lincoln Park. The contract calls for 4,200 tons anthracite and 100 tons block coal, and the commissioners say the figures at which the contract was given are the highest of the season.

The report that the Pennsylvania railroad had secured control through the Chesapeake and Ohio railroad of the entire stock of the Coastwise Steamship Company cannot be confirmed. The officers of the above company say they knew nothing about such a transaction.

Mr. John J. Hayes', Western Union Building, Chicago, miners' agent and shipper of coal and coke, monthly calendar for October and November is embellished with a fine lithograph of a St. Bernard dog taking care of a baby. Send for one.

The Ludlow-Saylor Wire Co., St. Louis, Mo., has issued a neat and attractive circular illustrating the "painted fly Screen Cloth" of its own manufacture. A specialty of this concern is Wire Coal Screen Webs, Coal Screens and miners' riddles.

According to a cablegram received this week the miners and other employees in the collieries on the Duke of Bridgewater's estate threaten to strike unless the day wage is raised from \$1.25 to \$1.50. These mines are in Lancashire, near Manchester, and their stopping would cause a still greater scarcity of coal.

The Canadian Pacific Railway Company is about to make the experiment of hauling Nova Scotia coal from St. Johns, N. B., to Montreal and the west over its line between Toronto and New Brunswick port. The present price of coal affords a tempting prospect, and already contracts have been made for the immediate delivery of 8,000 tons.

The largest single order for cars ever placed was given to the Pressed Steel Car Company here by President J. K. Cowan, of the Baltimore and Ohio Railroad Company, last week. It was for four thousand gondolas and two thousand self-clearing hopper cars of 100,000 pounds capacity each. The cars will be turned out and delivered as soon as possible.

Albert R. Budd, formerly connected with the P. R. Budd Coal Co., will soon be running coal over his new tipple in the third pool of the Monongahela river. Mr. Budd obtained over 300 acres of the best coal land on the Monongahela river and is opening up one of the finest and largest mines on the river.

The Courtright Coal Co., Columbus, Ohio, sole producers of mine No. 16, Sunday Creek Co., in price circular, Oct. 1, quote \$1.50 lump; steam lump, \$1.40; mine run, \$1.35; nut, 85c, and coarse slack 40c. This firm, in common with other producers, notes the scarcity of cars. "Some say 16 to 1; we say 16 to all."

Mr. J. W. Day, one of the most experienced mine superintendents in Kentucky, was accidentally killed in No. 9 mine of the St. Bernard Coal Co., Earlington, on Tuesday, Sept. 25, 1900. Mr. Day was held in great esteem by the company. He was subject to heart failure and during one of the attacks fell under a mine trolley car.

Mr. John L. Howard, who for nineteen years has been general manager of the Pacific Coast Co., coal dealers and importers, has resigned. He still retains his interests in the company, however. During the war with Spain Mr. Howard secured government contracts calling for thousands of tons of coal, handling the contracts to the entire satisfaction of the officials.

It is reported on the best of authority that the New Kentucky Coal Company, of Chicago, has purchased over two thousand acres of the best coal land in Williamson County; and later on, when borings have been completed, in all probability one of the largest shafts in the county will be sunk on the property.

The monthly calendar circular for October of the Sunday Creek Coal Company, Columbus, O., quotes the following prices per ton f. o. b. mines: Lump, \$1.50; steam lump, \$1.40; run of mine, \$1.35; domestic nut, 85 cents; steam nut, 75 cents; pea, 60 cents; coarse slack, 40 cents; fine slack, 25 cents; coal in box cars, 10 cents additional.

A special dispatch from Davis, W. Va., to the Baltimore *Sun*, says: "Mr. Fairfax S. Landstreet, general manager of the Davis Coal and Coke Company, has declined the Republican nomination for the Legislature in the Randolph Tucker district, saying he cannot shape his business interests to avoid embarrassment to all concerned were he to accept and be elected."

The Sullivan Machinery Company, Chicago, have moved their general offices from 54-60 N. Clinton street, to the Merchants Loan and Trust building, 135 Adams street, suite Nos. 1220-1221. The store and shipping department will remain on Clinton street. The officers of the company will be very glad to see their friends at the new location.

The Ontario & Western Railroad has just completed arrangements for the erection of an anthracite coal storage plant at Middletown, N. Y., with a capacity of 120,000 tons. The coal thus stored there will be reloaded by improved machinery and shipped when the mines are unable to furnish sufficient coal to meet the demands of the market. Work on the plant will be commenced at once.

The Joseph Dixon Crucible Co., Jersey City, N. J., issues an attractive folder setting forth the qualities of Dixon's "Silica Graphite" paint. The company claims it to possess the greatest covering capacity and durability, and that as a protective coating for iron work it is the cheapest and best on the market. The folder is nicely illustrated, showing the Park street bridge, Big Four Railroad, Cincinnati, Ohio.

The bids on the army transport contract are as follows: Berwind-White C. M. Company, \$3.25, Clearfield coal; Consolidation Coal Company, \$3.05, Georges Creek coal; C. and O. Coal and Coke Company, \$3.05, New River coal; James G. Lynch, \$2.85, bituminous coal; New York Central Coal Company, \$2.84, Cumberland coal from the Myersdale district. These are alongside prices. The contract has not yet been awarded.

The Chicago Oil Company, 115 Monroe street, Chicago, have begun operations on their oil property in California, and the derrick is now under construction. Mr. D. E. Bell, secretary of the company will leave for California October 10th to look after the company's interests in the oil fields, and any one desiring to secure some of the stock of this company must do so before that date. This is the oil company in which many of Chicago's largest coal shippers have taken stock.

Mr. E. J. Corbett, Union Trust Building, Detroit, Mich., sends out some novelties in blotter calendar advertising. For October it is a section of a checker board, with red and white squares, with October's days, weeks and phases of the moon in usual calendar form let into part of the section on another portion, "It's your move," with a few words detailing why coal should be ordered from him. Mr. Corbett also says: "Try crushed coke as a substitute for hard coal."

At the regular weekly meeting of the Chicago Coal Exchange, held at 70 East Adams street, the following officers were elected for the ensuing year: President, F. S. Peabody; vice president, C. B. Niblock; treasurer, T. A. Lemmon; secretary, A. O. Tandy; directors for Illinois, J. K. Dering and J. A. Agee; Indiana, C. B. Niblock and C. A. Eastman; Ohio, H. C. Adams and A. J. Atwater; West Virginia, P. C. Richards and C. Hartwell; at large, C. K. Pittman and W. L. Schmick.

The Kelly's Creek Mining Co., near Mammoth, W. Va., whose advertisement appears in this week's issue, are rapidly forging to the front and gaining a wide reputation for the excellent quality and preparation of their coals. The company says: "Mammoth Splint is in great demand and recognized everywhere as the best grade of splint coal mined." Mr. G. M. Woodward, 625 Marquette Building, Chicago, who is general sales agent for the company, reports a great demand for their coals and advises buyers to enter their orders before the car supply interferes with prompt shipment.

The Clark Coal & Coke Co., Peoria, Ill., issue their fine hanging regular calendar running through the year 1901, which is embellished with a reproduction in colors of that fine painting, "A Breath of Spring" by Julia Brownscombe. It depicts a girl with Titian bronze hair tied loosely and "hanging down her back," in her hands is a serviette covered with a mass of beautiful ferns. It is richly tinted and the contrasting colors are harmoniously blended. This calendar is sure of a prominent place in the recipient's office. Send for one.

Shipments abroad have not been quite so active during the past week, though it is thought that this line of the trade is getting down to a healthier basis than has been the case all summer. Speculators who have been flooding the market with fictitious orders are being gradually forced out by reason of the foreign buyer becoming more familiar with the trade, who are now seeking direct connections with concerns here, which also permits them to test the merits of the standard American coals instead of having to use the very cheapest stuff that has been imposed upon them as the regular grade.

There is, if anything, a better supply of vessels for the transatlantic business than there was, though brokers are very careful whom they quote, as they say the large amount of newspaper controversy in regard to the exportation of coal abroad causes numerous people outside of the trade to endeavor to work this business, thereby causing an apparent great demand for tonnage, and naturally inflating freight rates. Quotations to Trieste for October 15th and November 15th loading are quoted at 22 shillings; Genoa November loading, 20 shillings and 6 pence.

The following important changes in the personal of the officers of the Pennsylvania Coal Company, at Wilkes-Barre, Pa., were effective October 1st: Alexander Bryden, mining engineer; William Forsyth, mechanical engineer; John Jopling, district superintendent, assigned to District No. 1; John Reid, district superintendent, assigned to District No. 2; James Young, district superintendent, assigned to District No. 3; Willard, Warren & Knapp, general solicitors; Charles P. Savage, purchasing agent; Edwin M. Beyea, land agent; James Gilmartin, chief coal inspector; Albert Jenkins, stable and farm supervisor; Wilson D. Decker, coal shipping agent.

Our Buffalo correspondent writes: "Vessel men are getting discouraged over the shortage of coal for shipment at Buffalo owing to the coal miners' strike. It is said that some of the smaller vessels will have to lay up if the strike continues, as it does not pay them to run without getting return cargoes of coal. Buffalo coal shipments on Wednesday were barely 2,000 tons. Comparative figures of the shipments of coal for the years 1899 and 1900 to date show a heavy falling off this year. During 1899 the figures were 398,929 tons, while but 166,234 tons have gone forward this season."

A handsome silver service will be presented to Mr. D. F. Maroney, superintendent of transportation of the Baltimore and Ohio railroad, by the coal trade and coal shippers along the line of that road. The gift is a token of the esteem in which Mr. Maroney is held by these interests and their congratulations at his recent promotion to the office of general superintendent of the Baltimore and Ohio, with headquarters in Pittsburg. The silver service is one of the handsomest ever turned out, and is a fine example of the Baltimore repousse work. It includes a tea service waiter, coffee set, serving tray and bread and cake trays—thirteen pieces in all.

According to the Bureau of Coal Statistics the receipts of anthracite coal at Chicago by lake from Sept. 1 to Sept. 20 show quite an increase above those for the same period last year, and the total receipts for the year also increased, while shipments have decreased. Bituminous coal receipts at Chicago from Pennsylvania, Ohio, West Virginia and Illinois for the same period and comparison have fallen off materially, but those from Indiana have increased. Shipments show a slight increase. Coke receipts for the first twenty days of September have decreased, but the increase for the year is large. Shipments show a moderate increase.

A merchant at Copenhagen, Denmark, writing to an exporter of coal in Baltimore, Md., says: "American coal could be introduced here without great trouble, but this can be done satisfactorily only by having the exporters charter their own vessels and quote prices c. i. f. Copenhagen, Stockholm, etc. Importers in Copenhagen are unwilling to take their chances on ocean freights, but would be willing to handle the coal if quoted c. i. f. Return freight to New York or Philadelphia would be guaranteed on this side to the extent of from 15,000 to 20,000 tons for the first year and considerably more the following years. This return freight would be shipped in bulk, the same as coal, and would stand a freight of 6s or 7s per ton."

ANTHRACITE FREIGHT RATES AND PRICE OF COAL.

In connection with the coal strike the statement has been made that the railroads charge exorbitantly for hauling anthracite, and that if freight charges were reduced anthracite could be sold at much lower prices. Those who make this claim overlook a very important fact. The anthracite mines are almost wholly owned by railroad companies, and the freight rates charged are for the greater part upon the road's own product.

With scarcely an exception, these companies report annual deficits from the mining operations, which are over-balanced by the earnings of the railroads. Now, if the railroad earnings should be curtailed by a reduction in rates, the companies would be forced either to advance prices at the mines or to report net losses instead of profits to their stockholders. The anthracite coal roads are not earning larger percentages on their capital than are other railroads. In fact, they average less.

THE LEHIGH VALLEY COAL CO. IN THE FRONT RANK.

The highest prize in the gift of the officials of the Paris Exposition in the Mines and Minerals Department was awarded to the Lehigh Valley Coal Co., New York City, for its very interesting and instructive exhibit.

This exhibit is worthy of special note because it consists of a representation of the company's No. 40 shaft and breaker, as they actually exist at its mine. There are also specimens of the various kinds of coal mined by the company, and various other interesting features. Accompanying the prize is a note from the judges complimenting the company and its officials for the novelty of the display, and there is no doubt but the exhibit is one that has attracted more attention than 99 per cent of the other displays in the same department.

The mines of the Lehigh Valley Coal Co. are at Hazleton, Spring Mountain, and through the Wyoming Valley, Pennsylvania. The headquarters of the company, in New York, are at 26 Cortlandt Street, under the efficient management of Mr. William H. Sayre, Second Vice President, who has been connected with the concern since its foundation. The company is to be congratulated on its signal success.

STRIKE NOTES AND OPINIONS OF EASTERN REPRESENTATIVES.

The Delaware and Hudson Company's plant at Weehawken resumed operations during the week, but very few boats were loaded.

President Mitchell has ordered a circular issued instructing all mine workers in Central Pennsylvania that they are not to load coal for shipment into markets formerly supplied by anthracite operators.

We hear of reports from various parts of the country inland that farmers are putting in their spare time cutting wood for their winter's fuel. Hard wood being worth from \$3 and \$4 a cord will mean quite a saving when coal is selling at from \$7 to \$8 a ton.

The prices offered for coal at the mines Wednesday afternoon were as follows: Broken, \$3; egg, \$3.25; stove, \$3.75; nut, \$3.75; pea, \$2.50; buckwheat, \$1.50; rice, 60 cents. The prices offered two weeks ago were: Broken, \$2.25; egg, \$2.50; stove, \$2.75; nut, \$2.85; pea, \$1.50; buckwheat, \$1; rice, 45 cents.

Owing to the large number of boats loaded and tied up at the various docks with anthracite coal, harbor freights jumped up during the week to 35 cents and boats were difficult to get. The last few days, however, saw a slight reduction in rates, and it is thought that as these boats are unloaded freights will again drop to their former basis.

The individual operators have held a number of meetings in the last few days, and while they seem to be willing to concede the advance of ten per cent to the miners, they, however, want to know where this is coming from, and suggest that the companies make a reduction in freights from the present sixty per cent. basis or guarantee them a minimum price for their coal at the mines. They evidently feel that this is their opportunity and will make a strong effort to get an adjustment of their own grievances if possible.

The demand for anthracite coal in New York has dropped off to quite an extent during the week, which has been permitted by the mild weather, and dealers do not want to have any more high-priced coal on hand than they can help when the strike is declared off, as they feel that prices will be immediately affected and may drop down to near the figures that prevailed prior to the trouble. Prices during the week showed a slight decline in both the wholesale and retail markets. Dealers asking from \$6.25 to \$6.75 for white ash and \$7 to \$7.25 to \$7.50 for red ash coals. Wholesale prices range from \$4.50 to \$5 per ton, though there is little coal being sold outside of the regular contracts. Pea and buckwheat coals are selling at from \$3 to \$4.50 per ton.

The opinion among the companies in the New York market in regard to the settlement of the strike is that it will take another week or ten days to adjust all the differences with the men. No doubt an earlier conclusion could be arrived at if the men did not feel that the present situation was in their favor and are determined to hold out for recognition of the union. The basis of settlement as outlined by the companies, and a notice of which was posted at the mines, by all the carrying interests except the Delaware and Hudson and Pennsylvania Coal Company is as follows: An advance of ten per cent. in the wage scale and a reduction in the price of powder from \$2.75 per keg to \$1.50, this, however, to be considered in the adjustment of wages, and to arbitrate all other grievances which are more or less of a local character. Meetings have been held during the week, but all that could be learned was to the effect that matters are progressing as satisfactory as can be expected.

NOTES AND OPINIONS OF THE GREAT ANTHRACITE STRIKE.

It is stated that the Delaware and Hudson Co. and the Pennsylvania Coal Co. have declined to post notices of any advance.

At Hazleton the Lehigh and Wilkesbarre Coal Co. and the Lehigh Valley Coal Co. posted notices of a 10 per cent advance in wages.

It is stated that the operators are in no hurry for the miners to accept their offer of an increase in wages and other concessions, and will wait the pleasure of the striking miners.

Something like 15,000 of the strikers marched in procession at Wilkesbarre on Monday in order to present a show of strength to the operators, a few of whom were there as spectators.

At Scranton the Delaware, Lackawanna & Western Railway posted notice Oct. 2 that the wages of its employes would be advanced 10 per cent from Oct. 1 and that the price of powder would be reduced to \$1.50. Similar notices were posted today by the Hillside Coal and Iron Co., the Temple Iron and Coal Co.

It is well known that a large portion of the miners in both the anthracite and bituminous coal fields of Pennsylvania are of foreign birth. Of the 400,841 immigrants who arrived at the port of New York for the year ending June 30, a large proportion were of the races who come here eager for any sort of work. Naturally, they drift to the coal regions, and it is this influx of help, making a superabundance of labor, which is largely responsible for the low wages paid.

Fred E. Zerbey, division superintendent of the Lehigh Valley Coal Co. has posted notices to the effect that its workmen in the Hazleton region will be given the fullest measure of the protection while at work at any of its mines. It further assures any person who desires to work that in the event of their being met and intimidated by threats or personal violence, this company will proceed against the offenders upon the receipt of their names and the names of a sufficient number of competent witnesses.

Notwithstanding an increase of 16 per cent in wages many of the Reading miners have resolved to stay at home until the big strike is over. It is a sympathetic move on a large scale, to enable their brother miners to win their battle and the recognition of their union. The advance in wages would be 10 per cent on their net earnings, and the remaining 6 per cent increase would be coming to them as the result of the high price that the company is not getting for its coal; but the employes of the company who are now out are unmoved by these arguments.

At the average rate of saving for 1897 and 1898, the entire cost of the plant would be saved in 361 working days.

The capacity of the shaft-motor is equal to fully double its present work, and the slope-motor is working at but about one-third of its capacity, while the compressor is doing all that it can, and a second one was ordered April 7, 1900. To operate the plant to the full capacity of both compressors, which, under

COST PER TON-MILE BY MULES.

	1897. Tonnage.			1898. Tonnage.		
	Ton-Mile-age	Cost.	Cost per Ton-Mile. Cents.	Ton-Mile-age	Cost	Cost per Ton-Mile. Cents.
No. 6 shaft.						
Gross.....	1485	\$33.94	2.29	1527	\$35.88	2.35
Net.....	825	"	4.11	845	"	4.25
No. 6 Slope.						
Gross.....	648	29.35	4.53	720	31.08	4.32
Net.....	360	"	8.15	400	"	7.77
Total gross.....	2133	3.29	62.98	2247	66.96	2.98
net.....	1185	"	5.34	1245	"	5.38

the present conditions, would be about 4500 ton-miles gross or 2500 net per day for 300 days per year, would bring the cost of operation, including fixed charges, to about \$24.60 per day, or $\frac{5.47}{100}$ of a cent per ton-mile gross and $\frac{8.84}{100}$ of a cent per ton-mile net load. If all the work could be done by one motor under the conditions of No. 6 shaft, up to the capacity of the compressor, for 300 days per year, using only one crew, the cost of plant would approximate \$11,000, and the operating expenses, including fixed charges, would be \$10.86 per day for 2,400 gross ton-miles, or $\frac{4.5}{100}$ of a cent per gross ton-mile and $\frac{8.1}{100}$ of a cent per net ton-mile.

A further reduction of cost would result from reheating the air at the motor, by passing it through water at the temperature of steam at 90 pounds pressure, by which method tests have shown a gain of about 50 per cent in air-economy. It is probable that by this means one motor could be run to its full capacity (about 3000 gross ton-miles per day) with one compressor, at a total cost of \$10.80 per day, or $\frac{3.6}{100}$ of a cent per gross ton-mile, for 300 days' work per year, the saving of $\frac{3.6}{100}$ of a cent per gross ton-mile, or about 20 per cent over the last mentioned conditions being due only to the greater air-economy; the fixed charges and labor cost remaining practically the same.

INCREASED COAL SHIPMENT IN CHARTIERS VALLEY, PA.

"With no intention or hope of transcontinental coal traffic, the Pittsburgh railroads are preparing at present to take care of a vast increase in the coal shipments from this district," says the Washington, Pa., Post. "At least 30 additional train crews will have to be employed within the next year by the Pittsburgh, Chicago and St. Louis railway, the Pennsylvania railroad and the Pittsburgh and Lake Erie. More than 250,000 acres of coal lying in the region between the mouth of the Beaver river and the West Virginia line and between Greensburg on the main line of the Pennsylvania railroad and the Youghiogheny river are to be developed, and at several places new shafts and branch lines have been completed and shipments will begin to move this fall. The Chartiers valley branch of the Panhandle will have at least 600 additional cars of coal to handle daily after September, and the various new branch lines which are being constructed to reach new mines along the Pittsburgh, Virginia and Charleston, the southwest branch of the Pennsylvania railroad and the Monongahela and Youghiogheny branches of the Pittsburgh and Lake Erie system will supply an enormous additional coal traffic.

"To handle the increased coal traffic 1,000 new cars and fifty new locomotives will be necessary before the beginning of next year. The private coal cars of the Pittsburgh Coal Co. are being rebuilt as fast as possible. Over 2,000 of these have gone through the shops in the past year, and more are now being repaired and repainted. These cars will be good for a few years of service, but they will cause some trouble when used with the big steel cars on long trains. It will be necessary for the big coal concerns to order at least 1,600 new coal cars within the next two years. It is announced that they will do this, and that they are in favor of the steel hopper bottom car which can be unloaded economically on the steel trustles that are now being provided at mills, furnaces and docks.

"On the Chartiers branch of the Panhandle the Pittsburgh & Buffalo Coal Co. will be mining 3,000 tons of coal daily by the end of this month. Other concerns in the same region will increase their daily output. The branch road is to be double-tracked as far as Canonsburg, so as to take care of the increased tonnage. The P. C. & Y. coal branch in the same valley is making preparations to handle an increased coal tonnage. In the peninsula between Robinsons Run and the Ohio River the valuable coal deposits are to be developed. A road is planned to run from Oakdale north about 15 miles. It will connect with the Montour Railroad, forming an important loop, which will enable the Montour mines to ship via the Pittsburgh & Lake Erie or the Panhandle lines."

The strike in the Pennsylvania coal regions seems likely to send many men into the service of Uncle Sam. A number of men from Scranton and other towns have drifted up that way and are enlisting into the several branches of the army.

The D. L. & W. Railroad, we understand, are refusing to deliver any more coal because they will need all they have for their locomotives. There is also some talk among other of the anthracite roads that if the supply is much further reduced, they will change the grates in their locomotives and use soft coal.

A Hazleton correspondent writes, that while testifying to the thrift and forehandedness of some of the men, there are others invariably spend all that they can earn in the saloons. "One of the reasons for the demand for two pay days a month is to have two opportunities to get drunk." This, we think, is too sweeping a charge, and should be accepted with some reserve. To people of small income frequent pay days are an absolute requisite to prevent man from getting so steeped in debt that his labor is sold away ahead all the time, for which the best remedy is pay at short intervals.

DEEP MINING IN BUTTE, MONT.

The question of deep mining in the Butte district is one of vital interest to the business men and residents of the city, as well as to the managers and stockholders of the great companies owning and operating the mines. The wonderful improvements accomplished during the past twenty years in the machinery used in opening of mines and extraction of ores, and in methods as well, enable such immense bodies of ore to be raised to the surface that one may easily calculate the time the mines will be worked down to as great a depth as has been formerly experienced. It within the period of ten years shafts have been sunk, levels run and ore extracted to the depth of 1,000 feet it is easy to see that no long period will elapse before a depth of 6,000 feet is reached, and then doubts will naturally arise concerning the ability of the miner to successfully carry workings to a greater depth.

At the Paris Metallurgical Congress this subject was given great attention and Professor Stassart contended that the law with respect to the variations in temperature of rocks was the most important fact to be considered in dealing with deep level mining. It appeared pretty evident that the depth at which mines could be worked was limited purely by thermic conditions, and not by any inefficiency of mechanical means. The value of the geothermic degree varied principally with the diathermanic power of the rocks, with the depth of the annual isothermanic zone, and with the proximity of disturbing influences, such as important fractures in the earth, especially if they result in the circulation of hot water or irruptive veins. Though the researches carried out were not absolutely conclusive, it nevertheless appeared that the geothermic degree increased in small proportions with the depth, and recent experiments tended to show that this certainly took place in the case of Belgian mines. This being admitted, it was necessary to determine the thermic conditions of an installation at a depth of 1,500 metres, which he took as the limit of working the coal basins while employing the existing methods of extraction. In examining this question he took the deepest mine being worked in Belgium, that is to say, the Charbonages des Produits de Fenu, where one of the coal beds is being worked at a depth of 1,150 metres (over 3,961 feet). Taking this colliery and comparing it with the conditions of neighboring collieries of various depths, the author arrived at several general conclusions with respect to the ventilation, the humidity of the mines, and the influence of the temperature upon the underground workers. He was of the opinion that the cooling of the deep levels could only be done by means of large ventilating currents and in Belgium the ventilators mostly employed were the Guibal and the Rateau, though trials had shown this latter apparatus to give better results for ventilating at great depths. The author then entered fully into the question of cables, and asked whether it would be preferable to deal with big loads at a moderate speed, or small loads at a high speed. Aloes cables had certain advantages, notably in their greater preservation, and were more suitable for moderate charges; and in dealing with heavy loads, which might be raised direct by shafts of small diameter from depths approximating 1,500 metres, metallic cables would be preferable on account of their greater regularity. Compared with the metallic cables, the aloes cables had a greater durability and probably allowed of a larger extraction. They have more elasticity, which enables them to better support sudden strains. Moreover, it is much easier to detect signs of wear in aloes cables, and this consequently provides more security. The cost of aloes and metallic cables is practically the same, but while the former do not entail any expense for maintenance, metallic cables require a great deal of attention for lubricating, etc. For moderate loads the author was in favor of aloes cables, but at moderate depths, where the ventilating current was vitiated, the employment of metallic cables would be an advantage. The data so far obtainable did not allow them to say with certainty whether the aloes cable preserved its advantages for deep working in well ventilated mines. Nor had the experiments been able to give any preference to cables of uniform section or to cables of diminishing diameter; but he was of the opinion, nevertheless, that it would be better to use a cable with a slightly diminishing diameter for great depths. It did not appear that an increase in the depth had any great influence on the condition of working, for it did not seem give rise to larger quantities of fire damp, nor did the atmosphere at these depths have any pernicious effect upon the miners. He had so far merely considered the conditions of direct extraction, which was perfectly feasible for drawing up loads from a depth of 1,500 metres, but another solution consisted in dividing the pits in two sections, each having separate lifting gear. This, however, would necessitate the employment of electric motors, as it was obviously impracticable to admit steam or hydraulic power for working the mechanism at different levels, and an experiment installation of electric plant was at the present moment being laid down in Belgian colliery. For working at a greater depth than 1,500 metres, the difficulty as to the temperature might be overcome by using liquid air as a refrigerant, and, in fact, it was probable that long before these depths were reached liquid air would be largely employed for cooling deep levels.

In the discussion of the question the opinion prevailed that engineering invention and skill will meet all the conditions encountered in deep mining and overcome all obstacles.

PENNSYLVANIA'S OUTPUT OF COAL DURING 1899.

Some statistics that are especially interesting at this time are contained in the report of the bureau of mines, which shows the number of persons employed in the anthracite region last year was 140,583, and in the bituminous district 91,440. The total production of the anthracite field last year was 5,034,224 tons, as compared with 47,145,174 the year previous. The bituminous output last year was 73,066,943 tons, as against 64,247,635 tons the year before. The anthracite region comprises ten counties—Carbon, Columbia, Dauphin, Lackawanna, Luzerne, Northumberland, Schuylkill, Sullivan, Susquehanna and Wayne.

In thirty years, according to this report, 9,575 persons have lost their lives in the mining region. Chief Roderick says in this report that the neglect of the men is largely responsible for many of the accidents. The average number of days worked in the anthracite field last year was 180, and the average daily production of coal was 300,000 tons.

OF INTEREST TO THE RETAIL TRADE.

ms of News From all Over the Country Which Will Be of Interest to the Retail Trade.

John Owens will continue the business of the People's Coal Co., Haver-, Mass.

Ripley & Dunn have purchased the coal business of Brown Bros. at Pep-, Mass.

K. Lincoln & Son., Oswego, N. Y., have sold their coal business to J. Terwilliger.

Blair & Co. will furnish the Toledo State Hospital, Toledo, Ohio, with 50 tons of Jackson Hill coal.

The Lenox Coal Co., Pittsfield, Mass., will erect coal sheds at that place with a storage capacity of 2,000 tons.

W. G. Borden & Co., Detroit, Mich., is erecting a large coal shed 150x30 ft., Bellevue avenue, near Kercheval street.

P. McDonald has received the contract to supply the police department St. Paul with anthracite coal at \$6.70 per ton.

The B. Uhrig Fuel Co., Milwaukee, Wis., will furnish 1,300 tons of anthracite screenings to the city at \$2.98 per ton.

The contract to furnish coal for the courthouse at Bowling Green, Ohio, for one year has been awarded to the Star Supply Co., at \$2.40 per ton for Rocking Valley and \$3.35 for Pocahontas coal.

Wm. Fitzsimmons is building a large coal depot at Moundsville, W. Va. A writer in the *Montreal Star* pens an interesting article which clearly shows the effect of the anthracite strike on the customers of the retail dealers. The scenes described below have been enacted in retail coal offices all over the country and shows how alarmed the householder becomes when he thinks his supply of fuel is seriously endangered:

"I want you to send me up ten tons of coal right off," said a lady on entering the office of a St. James street coal firm, one afternoon this week.

"But, Mrs. Blank," mildly remarked the coal man at the counter, "it is only six weeks ago that I put in twelve tons in your cellar, and at that time you told me that it would be sufficient to last until well into the spring."

"But what do you expect me to do in February, March and April, freeze?" The coal man then asked her how long she expected the coal strike to last. She said that she had no idea, but wanted the coal any way. To this the coal man replied that he was very sorry that he could not supply it. His stock was limited and he could not tell when it could be renewed. He explained to her that if he had filled all the orders received since the strike began he would not have a pound of anthracite on hand at the present time. He was distributing to his different customers as their actual demands required, and would proceed in this manner so long as the difficulties in the coal regions lasted, and until a plentiful supply was assured.

This lucid explanation did no go far to satisfy the lady. She wished the coal, whether or no, and started off to interview another dealer. At last she counts her demands had not been satisfied.

The precaution which this lady wished to take is entirely unnecessary under any circumstances. Some settlement is bound to be made long before the spring months set in. Neither side could, or would, hold out until then. The men, by reason that they would simply starve before that time, and on the side of the operators it may be stated that they would be entirely unwilling to hold out for a principle—that of not recognizing a labor union—until any of them were practically ruined.

Then again, public sentiment is being appealed to throughout the country, and with the press and the church both demanding a settlement of the existing difficulties, it will be strange indeed if one is not made shortly.

The second day after the strike had been inaugurated and the public first began to realize that there might be a shortage of winter fuel, the different coal offices in the city were literally jammed with orders, which the coal merchant filled with a good deal of discretion. Here was one man who had a fairly large house. He wanted five tons of coal, and the merchant knew without looking up his books that this order was well within reason so far as regards quantity. He got all he asked for, and there was no further parley.

Next there came in a little nervous man with a nervous little wife. They wanted twenty tons of coal and they must have it all right away.

"Sorry," said the coal man, "but we cannot possibly let you have all that. Say we make it one ton now, and then later we will try to supply you as your requirements demand."

This was all the little woman wanted. "There, didn't I tell you what my negligence would bring us to!"

At this point the husband tried to say something, but he never got sufficiently far to allow even a guess as to what it was going to be.

"Here we will be buying coal at fifteen dollars a ton or so, or else not able to get it at all, and just freeze and just because you put off ordering it from day to day."

And then the injured man began to get back at his wife, and delivered himself of some remarks which were more forcible than polite, and in the meantime they were both edging toward the door, apparently forgetting all about the coal and the man who was behind the counter.

"Nice people, but very nervous," remarked the bland and placid coal merchant, as he put them down for a ton of coal.

The man who, under ordinary circumstances, could not be induced to purchase five tons of coal, is now willing to fill his cellar chuck up to the ceiling level, and run into debt at his butcher's and grocer's in order to pay the coal man for it.

There is an amusing side to the present coal strike, even if it is so serious an affair to many thousands of people. Some of the peculiarities of human nature, and chief among them the insatiable desire for that which is difficult, or perhaps entirely beyond reach, is apparent to a considerable degree.

Our Buffalo correspondent sends in a report of a decision which is of interest to every coal dealer. In the Supreme Court Justice Lambert granted an order denying the motion made by Joseph Jerge to have vacated an injunction secured against him by Charles Finkelstein from Justice Kruse some time ago and which restrains Jerge from engaging in the coal and wood business at 344 William street. On April 13th last Finkelstein bought from Jerge his coal and wood business at 335 William street for the sum of \$461, and Finkelstein alleges that the agreement was that Jerge was not to engage in the coal and wood business for a term of three years. He charges that Jerge violated this agreement by setting up his son, William J. Jerge, in business across the street, at 344 William street. Justice Kruse granted the injunction to Finkelstein which restrains Jerge, his agents or employes from engaging in the coal business. Jerge endeavored to have the injunction set aside, but Justice Lambert refused his request.

The Rock Run, Hampden and Crum mines of the Monongahela River Consolidated Coal and Coke Co., which have been closed for some days on account of the lack of empty barges and coal flats in the upper pools, have started up. The company has secured a number of barges and flats, which they have been building at the different marine ways.

According to the *Pittsburg Commercial Gazette*: "The new mine opened by the Carnegie Coal Co. on the Carbondale railroad at Carnegie begins operations today. It is one of the largest in the state and is equipped with electric power ears, running to cutting machines and a locomotive, the motor being a product of the Baldwin Locomotive works. The tipple is one of the highest in the district. The company owns 375 acres of coal, employs 500 men, and will run from 10 to 15 hundred tons of coal per month. The new mine is independent, will have no company store or company houses.

William Van Dyke of West Newton is taking options on thousands of acres of third vein coal in Elizabeth and adjoining townships. The average price paid is \$25 per acre. It is understood the options are simply taken for future investments. The third vein of coal in the Monongahela river district has never been mined. It lies about 150 feet below the four-foot vein and will have to be shafted to that depth. The coal is of a superior quality for coke making, and is said to be equal in this respect to the Connellsville article. It is well known that the end of the Connellsville field is already in sight. Mr. Van Dyke refused to say in whose interests he is working. The farmers of Elizabeth township are perfectly willing to give options on this vein, as it has always been considered a useless source of wealth owing to its depth.

At Navasota, Texas, a good deal of prospecting is being done for both coal and oil.

Slope No. 5 coke ovens, a battery of seventy-five ovens, recently constructed by the Tennessee Co. at Slope No. 5, Ensley, Ala., will be put in operation in a short time. The battery is one of three erected at Slope No. 3, Slope No. 4 and Slope No. 5. With the No. 5 battery in operation, the company will have over 1,000 ovens burning in the Ensley-Pratt district.

It is stated that the Norfolk & Western and Chesapeake & Ohio railroads have joined forces to build up a large export trade. The immense coal business of the two roads will be carried on through Newport News. Coal for the Norfolk & Western will be transferred to the Chesapeake & Ohio at Lynchburg, where the roads cross one another, and shipped to this city for export.

The Douglass Coal Co., Chattanooga, owning a large body of lands near Dunlap, in Sequachee county, is preparing to develop the property on an extensive scale. The company has just succeeded in raising the sum of \$250,000 with which to operate their enterprise and they will at once open up mines and work them to the fullest capacity. The coal found on this property is regarded as the very best in this region and exists in almost inexhaustible quantity.

COMMERCE OF THE GREAT LAKES.

The commerce of the Great Lakes is making its highest and most elaborate record in the year 1900. Not only is the business carried on the lakes greater during the present season than on any other occasion, but for the first time its details are being accurately measured and the facts presented from month to month to those interested in those details.

The statistics just compiled, and which form a part of the July Summary of Commerce and Finance, show that during the month of July 5,385 vessels arrived at the thirty-seven principal ports on the Great Lakes, and from the opening of navigation up to Aug. 1 the total number of arrivals was 15,941. The proportion of the water transportation interests of some of the cities on the Great Lakes is also strikingly illustrated. For instance, there entered the port of Chicago during the month of July 1,108 vessels, or an average of thirty-six vessels per day. From the opening of navigation in April to Aug. 1 the vessel arrivals at Chicago aggregated 3,518. In the July record Cleveland ranked next to Chicago, there having been 533 arrivals during the interim, but for the season to date both Milwaukee and Buffalo outclass Cleveland, the total arrivals at Milwaukee being 1,509 and at Buffalo 1,355, as compared with 1,336 arrivals at Cleveland. The port of Detroit was entered by 275 vessels during July, and there were 944 arrivals at Duluth, Wis., and 439 at West Superior, Mich., her sister city at the head of the lakes.

WESTERN COAL AND COKE NOTES.

The price of Indiana block coal was advanced 25 cents per ton Oct. 1.

Barnard & Son, Martinsville, Ind., while boring for water struck a good vein of coal.

Operations have again commenced in the Saylorville coal mine at Des Moines, Ia., the company agreeing to hire none but union men.

A dispatch states that the bunkers of the Pacific Coast Co., at Astoria, Ore., have been totally destroyed by fire, the loss being \$50,000, fully insured.

A new corporation has been formed down at Lincoln, Ill., known as the Latham Coal Co., and will be organized at once. A shaft will be sunk on the Latham farm at Lincoln Junction.

During the early summer J. L. Ingraham, of Carbon, went to Marshalltown, Ia., leased land and in prospecting for coal struck a paying vein at 105 feet from the surface. He is now taking out coal.

A new Missouri corporation is the Consolidated Farmers and Switch Co., Higginsville, Mo., with capital stock of \$500,000. Incorporators: Emmett W. Settle, A. E. Asbury, Marcus L. Belt and others.

Superintendent Trythall of the Somerville coal mines, Antioch, Cal., has discovered a new vein of coal in the old Pittsburg shaft three feet three inches thick and over 2,000 feet long. He has always been of the opinion that another vein existed.

Near Grand Mound, Wash., a company is penetrating a hill and the coal so far discovered is of a quality much superior to the Bucoda coal. Work is progressing rapidly and it is thought that in a few days good reports will be received from that quarter.

The Sunset coal mine, owned by the Co-operative Mining Syndicate, near Cumberland, Wash., consists of 200 acres of deeded land. The coal is semi-bituminous and is of excellent quality for steam and domestic use. It now produces about 100 tons a day.

W. A. Jackson is getting ready to open another coal mine on the air line just east of Oakville, Ind. He is prospecting in "Turkey Hill," about a mile east of the old Whitman shaft. He has a five and a half-foot vein of coal of good quality and will sink a fifty-eight foot shaft at once.

The press of the Pacific coast appears to be a unit in regard to the threatened shortage of coal this coming winter, and as a result it may be expected that the dealers will make an advance in prices. Already, according to dispatches from the north, the Puget Sound operators are unable to fill their orders, chiefly because of the unusual demand made by the steamship companies engaged in the Alaskan trade and the government transports going across the Pacific.

A correspondent at North Wilton, N. D., reports that coal was reached at the new Washburn coal mine near there Saturday at a depth of fifty-six feet. The distance from entrance of incline to coal bank is 226 feet. The quality of the lignite is the same as that of the Eckland mine, now being operated by the Bismarck, Washburn & Great Falls railway management. There is a fourteen-foot vein and the management feels jubilant over the good quality. A steam engine has been put in place and work is being rushed.

A Cairo correspondent writes that the Illinois Steel Co., Chicago, has purchased 2,500 acres of coal lands in Williamson county. The deal has just been closed, but the negotiations have been in progress for months. Borings were made all over the land to ascertain the thickness of the coal vein underneath. These borings developed that at a depth of a little over 100 feet the coal lay from nine to eleven feet in thickness. The land lies in a body, and it is believed that the company will locate a plant upon it in order to get the benefit of the cheapest possible fuel.

The Wyoming & Western Railroad has been incorporated at Cheyenne by officials of the Oregon Short Line Railroad Co. The capital stock is placed at \$3,000,000, and it is the purpose of the new company to build and operate a railroad from a point on the Oregon Short Line, near Kemmerer to a point on the Union Pacific between Evanston and Piedmont. The line will be forty miles in length and will tap extensive coal fields south of Kemmerer and the new coal mines of the Union Pacific now being opened up at Happy Hollow, between Evanston and Piedmont, on the Leroy cut-off. Work had already commenced, and a large force of graders are employed. It is stated that the D., R. I. & N. W. Railroad is to extend to the Rock river, the line is to be completed before snow flies, and coal will be hauled into Moline, Ill., this winter. Orders have already been placed for three engines and 100 flat, box and coal cars to be delivered as soon as possible. This is the enterprise fathered and fostered by John W. Gates, John Lambert Charles Gates, and others of the American Steel and Wire Co.

Delaware, Lackawanna & Western Railroad Co.

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A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

A fine vein of coal thirty-nine inches thick on J. H. Shields' farm, north Bear's Den, near Youngstown, Ohio, will be developed without delay.

E. C. Mitchell, Philadelphia, has purchased 324 acres of coal land near West Newton, Pa., for which he paid \$8,000. Development will commence once.

The newest coal development in the Pittsburg district is the opening of some 5,500 acres of coal territory by the Hickory Coal Co. and the Midland Coal Co.

The coal underlying 324 acres of land two miles southeast of West Newton, on Sewickley creek, Pennsylvania, has been purchased by E. C. Mitchell Philadelphia for \$8,000.

The farmers of Williamsport, near East Liverpool, Ohio., are elated over the discovery of a seven-foot vein of coal at a depth of 150 feet. It was discovered by McCoy Brothers, who are drilling for oil on the William Crawford farm.

The Star, Mt. Carmel, says: "The trouble in the coal regions will throw 100,000 trainmen temporarily out of employment from Pottsville to Philadelphia. The P. & R. Railway has issued orders to change engines burning anthracite so that they can use soft coal."

The Pittsburg Coal Co. has had a corps of engineers at work for the last few days running a line up the Little Chartiers toward Canonsburg, Pa., which some day is intended for a railroad. For some distance, if not all the way, they follow the line recently surveyed by the Midland Company.



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High in Carbon.
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SOUTHERN COAL AND COKE NOTES.

The business done annually by twenty-three coal firms in Lexington, Ky., amounts to 3,589,070 bushels.

The strike at the Alpine coal mines, in the Jellico (Tenn.) region, has been settled amicably and the men have returned to work. Nearly all the mines in that district are now in operation.

At Coal Creek, Tenn., the miners formally struck against the 7½ per cent advance offered by the Coal Creek Coal Co. Many men have left the mines and are working elsewhere in that district.

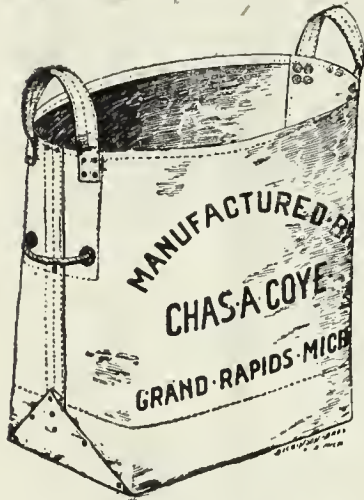
The coal mines at Oretton, Va., which have been closed for several weeks, have been reopened, and a good-sized force of men is being worked. It is supposed that a full force will be put on shortly.

Coal Miners are leaving the Birmingham, Ala., district for South McAlester, I. T., where there is a big demand for men and coal. Miners who thoroughly understand their business can make big wages.

Fully 50 per cent of the coke ovens in McDowell and Mercer counties of West Virginia have been put out of blast within the past week, throwing out of employment 1,500 men and due to the dullness in the iron trade.

Charles J. Granger, president of the Palestine Coal Mining Co., Palestine, Texas, has been given authority to at once begin the construction of a standard gauge railroad from the company mines to a connection with the International and Great Northern. The road is to be in operation within forty-five days.

The immense and finely constructed new Curtis Bay coal dock of the B. & O. railroad was formally opened last week in the presence of a large and representative company of coal men, the guests of the railroad officials. The first coal handled over the trestles was 250 tons from the mines of the Consolidation Co.

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COAL BAGS,

Horse and Wagon Covers, Teamsters' Canvas, Leather and Oiled Clothing.

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Send for Circular.

11 Pearl Street,
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The Piedmont and George's Creek Coal Co. has been incorporated Cumberland, Md., with \$10,000 capital by John Stanislaus Brophy, Martin Condry, Philip Brown and Patrick Henry Brown, all of Frostburg, and Michael Patrick Fahey of Piedmont.

A deal has just been closed whereby Thaw Brothers of Philadelphia come into possession of 9,000 acres of coal lands near Bellington, W. Va., paying on an average of \$35 an acre. The deal was made with a Pennsylvania syndicate who were the owners, and operations will commence at once.

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Miner and Sole Shipper

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PUBLISHED WEEKLY

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BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

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VOL. 25. OCTOBER 13, 1900. No. 15.

MARKET REVIEW.

A special dispatch from Scranton, Pa., says: "The feeling at close of Convention unfavorable to operators and early settlement of strike."

It is stated that two-thirds of the thousand delegates of the Miners' Convention at Scranton today, are pledged not to vote to call off the strike except upon the acceptance by the operators of the following conditions: 1. Recognition of the union. 2. A 10 per cent advance upon a fixed scale. 3. The reduction of the price of powder from \$2.75 to \$1.50 a keg. 4. The establishment of a system of check weighing. 5. Payment every two weeks, as the mining laws of Pennsylvania provide. 6. An agreement to settle by arbitration such differences as affect only a part of the collieries. 7. An agreement to be signed by each company that the above conditions shall hold good for one year. If the fore-going is correct, the chances are slim for an early settlement of the strike. The anthracite strike has now reached a definite crisis. All, or nearly all, the collieries have ceased producing, and now that the individual operators have united with the big companies in granting the 10 per cent advance in wages, and concession in price of powder, it will be seen that the employers have yielded the substance of the miners' demands, and it puts on them the responsibility of continuing the strike. To determine this matter there is a miners' convention today (Friday) at Scranton, Pa., and the primary and all-important question to be considered is—whether or not to accept the operators' offer? On their decision depends the weal or woe of nearly three-quarters of a mil-lion of their own people, to say nothing of the hundreds of mer-chants, clerks and others in the various towns throughout the region. Should it be in the affirmative, then there will be the necessary committees to determine the details, and pending the results of their deliberations, no time should be lost in the min-

ers getting to work and endeavoring to repair or recover the un-mined tonnage of the past four weeks. On the other hand, if it is a negative vote, then the strike is as far from a settlement as it was a month ago, perhaps farther—because it is morally cer-tain, that none of the companies will reconsider their offer, and it is possible that it may be withdrawn by some of them, and in any case, the onus must be borne by the strikers. The next question, should the strike continue, will be one of ways and means—will the bituminous miners in the West contribute towards their support? It is, to say the least, doubtful; but why pursue the subject further?

Anthracite coal in the West, especially that which is received by lake, is becoming interesting, as it is doubtful if much more will be forwarded by water, because of the imperative demand from the East, which must receive the first attention when re-sumption at the mines commences. Hence, it is rather more than probable that there will be more or less of a shortage of anthra-cite for the remainder of the season. It is this strong probability that has induced so many of the dock companies to increase their orders for bituminous coal, the shipments of which from Lake Erie ports have been greatly increased during the past two weeks. This will be better understood when it is known that September and October are ordinarily the heaviest lake tonnage months in the year, and this year they will have been the lightest. Hence, it is safe to infer that the big deficiency in water coal will have to be made up by rail whenever the anthracite can be spared from the Eastern market. The full circular of \$6 for the domestic sizes is maintained and 25 cents less for broken.

Bituminous coal shows a good demand generally all through the Western states, and the market is healthy with some degree of firmness to prices. Eastern coal is less plentiful, owing to the fact that the lake demand is absorbing a larger share than usual for the time of the year. It is becoming more apparent each week that the industrials are suffering from the usual attack of presidential year politics, which accounts in a very large measure for the continued superabundance of screenings and other fine coals. It is very certain that Western operators will be com-pelled to adopt some means of caring for their small coal until required for the market. Much complaint is heard of shortage of miners.

Coke for domestic use is in greater demand than supply just now, though many of the orders have a string attached. If an-thracite is in very short supply when needed, crushed coke will play an important *role* as substitute. Foundry coke is quiet and prices easier.

Our New York representative reports that the urgency of demand and feverish condition in the anthracite market, has en-tirely disappeared, owing to the fact that an early settlement of the strike in the coal regions is expected. To such an extent has this obtained, that shipments and orders have been cancelled by many dealers. Business is of a very light character, and several of the companies have little, or no free coal to sell, while others are making shipments as small as possible. Some speculative buying has been done and holders are somewhat anxious to sell, as they see the approaching end of the strike. A cold snap would conduce to another rush for coal and prices would still further appreciate. The opinion generally prevails that peace and har-mony will be the outcome of the miners' convention on Friday, and for that reason there is little stir in the market, but the out-come will be eagerly watched. Soft coal on the Atlantic coast continues in good demand, and of the better grades the supply is somewhat limited. Some producers and shippers are unable to fill their contracts, or are substituting other and poorer varieties. The cause of this scarcity is due to the poor car service, many operators not receiving within 50 per cent of their full supply of empty cars. In New York harbor business is active, and all-rail trade is in short supply. Transportation from mines to tide is irregular and car supply from 25 to 50 per cent less than re-quirements.

Buffalo advices are that all the anthracite shippers have more or less coal, but no one has much, though coal shipments by lake still make a show, the amount aggregating 11,200 tons, distributed as follows: Milwaukee, 5,400 tons; Chicago, 3,000 tons; Wau-kegan, 2,000 tons, and Sheboygan, 800 tons. Freight rates 30 cents except to Waukegan, which was 35 cents. Soft coal is growing scarcer and there is some shortage of cars.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

OCTOBER 10, 1900.

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	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.50	\$3.75	\$4.00	\$4.00

STEAM SIZES.

Pea.....	\$2.25-\$2.50
Buckwheat.....	1.90- 2.15
Rice.....	1.25- 1.50

AVERAGE RETAIL PRICES.

White Ash.....	6.50
Pink Ash.....	6.75
Red ash.....	7.00

The situation in the anthracite coal trade is practically unchanged from that of a week ago. The feverish tendency which prevailed in the market during the early part of the strike has entirely disappeared with the knowledge that negotiations are well under way toward an early settlement of the labor troubles. Indeed, we hear of instances where dealers had placed orders for certain amounts of coal which they now find are in excess of their requirements and are cancelling these shipments wherever possible or having the amount materially reduced where the coal has not yet gone forward. Little business, however, has been transacted, on the whole, as there are but one or two of the companies who have any coal left to sell, the others having practically cleaned up their entire stocks. On the other hand, those dealers whose stocks are running low are only buying for actual wants and are inducing their customers to hold off as long as possible, though the majority of the retailers have still fair supplies on hand and are rather urging the movement of coal so as to get rid of what high priced stock they have before the mines again resume operations. This status has, if anything, weakened prices somewhat, notwithstanding that stocks are being depleted daily, as speculative holders who seem to have the bulk of the supplies are getting rather nervous, especially with the continued mild weather, as they feel that consumers may be able to hold out long enough to see fresh supplies come into the market. In the event of a reduction in temperature no doubt there would be quite a jump in prices and present stocks would be entirely inadequate to meet the demand. The average prevailing figures are \$6.00 to \$6.25 a ton for white ash coals in the retail market, and \$4.50 to \$5.00 a ton in the wholesale trade.

There is still considerable uncertainty as regards the termination of the strike, notwithstanding that liberal concessions have been offered the men, and a call for a convention, to be held in Scranton, has been issued by President Mitchell, to convene on Friday next. Mr. Mitchell has not expressed an opinion as to whether the terms are agreeable to him and the men, and this conference will, no doubt, be largely guided by what his wishes are, hence the uncertainty. The general feeling is, however, that the offer made by the operators will be accepted, and, so far as we can learn, it appears the men are unanimous in their declaration for settlement, which will no doubt have considerable influence when the issue comes up for discussion, and Mr. Mitchell may waive all claims for open recognition of the union. The offer made by the operators as a basis of settlement is a net advance of 10 per cent. This includes a reduction in the price of powder to \$1.50 a keg and to arbitrate all minor grievances. With but few exceptions all the mines are now out on strike and the tonnage coming forward amounts to little and it is not thought that even with the acceptance of the offer of 10 per cent much coal will be shipped before November 1.

There is a good and strong demand in the Atlantic seaboard soft coal trade. It is thought that some of the poorer grades of coal are in better supply, but the demand generally is allowing the worst of these coals to move off pretty freely. As to the higher grades of coal no producer has any to spare and it is understood that some of them are falling down on their contracts and, on the other hand, consumers who have contracts find it impossible to get coal in any quantity and are being obliged to put in the other grades of coals for any storage they want to make for the coming winter. The cause of all this trouble is not that the producers are over contracted, as in nearly all cases they allowed a large margin between the total amount of their contracts and their capacity, but that the demand for the better grades of coal has certainly kept up, if not increased, and the car supply has been regularly cut down to a large extent. It is known that some concerns have not received on any one day a full supply of cars in six weeks, and in most cases it is cut down 50 per cent. It is not understood by the trade why a full supply of cars is not given, as promised before the anthracite strike went into effect, when the supply was cut down to the bituminous mines. Though the strike is now on for four weeks, there is no change in the car situation and the soft coal men are wondering what they may expect when the anthracite men go back to work. Trade in the far East shows a good demand, which is kept up with fairly well, except on the better grades, and the shoal water ports in that territory it would seem as if they would have to go short this year if they freeze up before the middle of December. Along the Sound trade is very large and there is a shortage in all the classes of soft coal in this region. Producers are doing all they can to help out the shoal water ports in this territory, but are not making the headway that they should at this time of the year. The trade in New York harbor is active and producers are about keeping up with the demand. All-rail trade is large and producers that are short are obliged to cut this down out of fairness to other territories. This class of trade being nearer the mines seems to get a first choice. Export trade is quiet. There is some inquiry and some shipments are being made.

Transportation from mines to tide is not as good as it was and is irregular also. Car supply is variable, running from 50 to 75 per cent of the requirements. In the coastwise vessel market vessels are in good supply which the demand does not seem to keep up with and freights are quoted from

Philadelphia as follows: Boston, Salem and Portland, 75-80; Providence, New Bedford and the Sound, 60-65; Lynn, 85; Newburyport, 90; Portsmouth and Bath, 80; Saco, \$1.05 and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00. The further lower ports are 10 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.45-2.75 on the cheaper grades, and \$2.65-3.00 on the better grades. New York harbor, \$2.60-3.00 on the cheaper grades and \$2.85-3.00 on the better grades of coal. Alongside prices, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

OCTOBER 11, 1900.

The anthracite coal dealer is still tiring customers out with no show for shipments, but it does now look as though a settlement of the strike was near, unless the miners take the notion that they have the operators on the run and make more demands. In that case the settlement is a good ways off yet.

There is no change in the Buffalo situation, except that Coxe, Bros. are about in the same boat with the rest, so far as this market is concerned, though some of their men are at work. All the shippers have more or less coal, but nobody has much.

It was so hot last week that some of the dealers got the idea that the elements had turned in to help them out. One of them wrote in that at this rate all he would need for domestic purposes would be ice, Manhattan cocktails, mint juleps and high balls. He has changed his views this week.

The Philadelphia & Reading Co. concludes that this standstill affords a good time for repair and has a force of men rebuilding the north approach to the long water trestle.

The burning of the docks of the Sheboygan Coal Co. occurred just before the arrival of the 800-ton cargo of the Chicago Board of Trade, which had been loaded here by the Delaware & Hudson Co.

D. L. Tuttle, sales agent of the Philadelphia & Reading, has been selected as delegate to the international conference of the railroad branch of the Y. M. C. A., which occurs at Philadelphia Oct. 11-14. He is an old railroad man as well as coal agent.

Among the visitors to the Buffalo coal trade this week was Harry Filer of the heavy operating firm of Westerman, Filer & Co., Sharon, Pa. He had coal to sell and ought not to be long disposing of it.

Coal shipments by lake still make some sort of a show, though where the coal comes from is hard to say. There were six cargoes of anthracite, of which the 4,200 tons shipped by the Erie Co. to Milwaukee formed a large part. The entire amount was 11,200 tons, two cargoes of 5,400 tons aggregate going to Milwaukee, two of 3,000 tons to Chicago, one of 2,000 tons to Waukegan and one of 800 tons to Sheboygan. Freight rates are unchanged, all 30 cents but Waukegan, which is 35.

There is some business left to the retail coal dealer, but he has to be very careful and piece out his precious treasures in very small lots. There are no car prices and the retailer charges his customer about \$6 for everything, paying \$4.75 and \$5.00 for it. Should the strike last through the month there would be a rush for soft coal, which is not used for domestic purposes here to any extent.

All the hard coal traveling salesmen are still sitting by their desks in the home office. Some of them rather like the idea, but as a rule they would prefer to be at work.

There is a stir in the natural gas market, caused by the leasing of large territories of supposed gas property just over the city line. The public, which does not like the idea of the last advance in gas prices, is anxious to see what effect the move is to have on the future of fuel in the city.

There is no change in the soft coal situation except there is a growing scarcity of it, both on account of a natural increase of consumption and the tendency to work it in everywhere that it can be substituted for hard coal. There is a general shortage of cars, though there is not so much complaint from the coal trade as from grain dealers.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from trestle. Steamboat fuel, \$2.80, delivered on board. Connellsville coke, \$4.00.

CONNELLSVILLE, PA.

OCTOBER 9, 1900.

The Courier says: "There is nothing doing in the coke trade of the Connellsville region. The market has not changed a shade in nearly three weeks. It is evident now that there will not be any material spurt until after election. No complaint is heard of prices or demand for the tonnage turned out each week, but some of the operators had hoped for a weekly output of 200,000 tons a week during the second and third months of fall after a steady curtailment for upwards of three months. It was too much to expect. This region was turning out 200,000 tons a week during the height of the boom period. Under ordinary conditions it could not be expected to reach that figure again. All things considered, hesitancy in the iron market and a disposition to hold back for the coming presidential election, the coke operators have no ground for complaint. There is a market for the output of all coke being made, and at fair prices.

"Developments in the rail markets mean much to the Connellsville district in the next few days. The price of rails has recently been cut from \$35 to \$26 at mill and still there has been no rush of orders from the railroads. Last year there was light buying in rails and it was thought the railroads would be compelled to purchase heavily this year. So far, however, these expectations have not been realized.

"Furnace coke is quoted at \$2.25 to \$2.35, and foundry coke \$2.50 and \$2.75. These figures are for standard Connellsville."

At Atchison, Kas., a three-foot vein of coal was struck last week at a depth of 1,125 feet. It is stated that a shaft will be sunk as soon as further tests have been made. The quality is good and said to be equal to "Cherokee" in the eastern part of the state.

CHICAGO MARKET.

The anthracite strike is general throughout the three coal fields—north-ern, middle and southern—and the resumption depends entirely upon the outcome of the miners' convention, being held today, Friday, at Scranton, Pa. The consensus of opinion among the producers' agents here is that the miners will, in all probability, vote to accept the advance in wages and other concessions made by the operators. In the event of the miners rejecting the advance and terms proffered, it is possible the operators may withdraw their offer and then it will be up to the miners to make a definite demand. How-ever, this is mere speculation and must be regarded as such by our readers. After the miners have unanimously accepted the operators' proposition it will take some days to arrange all the details, and they may vote to return to work at once and leave the final settlement to a committee, in which event operations could be renewed on Monday, October 15. As this is simply sur-mise, it must be treated as such until definite information is forthcoming.

Locally, anthracite coal is very quiet at the regular circular and few, if any, shippers are accepting business, either for present or future delivery, or, if they are, it is contingent on the early settlement of the strike and quick resumption of work. As will be noticed on another page, the receipts of water coal at Chicago are becoming much lighter, and the fourth week of the strike makes a very slim showing—may entirely cease during the coming week, so that the outlook for further shipments from Lake Erie ports is a very uncertain quantity. The general demand for anthracite has been further minimized by the current belief that a settlement of the trouble at the mines will be fully accomplished this week. Anthracite coal at retail shows a much easier condition as regards demand, and consumers are much less eager for their supplies. All sizes of domestic coal are held firmly at \$7.00 per ton to consumers.

Soft coal is now fairly active for all varieties except slack and pea and other fine coals. Commercial coal is picking up nicely, and the outlook is favorably regarded by the trade, though some are inclined to be pessimistic on account of the political situation. The call for domestic coal is less urgent, but it is only postponed until the weather settles. There is an abun-dant supply of nearly all kinds of coal, several of the Eastern varieties being a minus quantity, and there is still a plethora of fine coal for steam purposes. The prices at which slack, etc., are offered in Chicago would indicate that the superabundance noted for some time does not show signs of diminution. Inactivity in manufacturing industries has caused a decreased demand gen-erally for soft coal. The circular prices as shown below are generally closely adhered to in most instances.

Coke is easier in price and demand is less urgent than it has been for several weeks. Crushed coke, however, holds its own as a substitute for anthracite coal, and for which there is a fairly good inquiry just now.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.

ANTHRACITE COAL.		BITUMINOUS		SMITHING AND CANNEL COAL.	
Rate.....	\$6 25	Carterville washed nut.....	\$2 25	Blossburg.....	
Rate.....		DuQuoin.....	2 50	Cumberland.....	
Rate.....		Wilmington.....	2 50	Piedmont.....	\$3 65
Rate.....		Spring Valley.....	2 50	Lilly.....	
Rate from yard or dock.....	6 25	Riverton, Marion.....	2 25	Sonman.....	
Egg, stove and nut from.....		and similar grades.....	2 25	Birdseye Cannel.....	5 50
Dock or yard.....	6 00	All Spgld. district.....	2 25	Falling Rock Cannel.....	5 50
Domestic sizes at retail.....	7 00	Penwell and Pana.....	2 25	Cannelburg.....	3 25
		Alton district.....	2 25	Federal Smokeless.....	3 75
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 80	Pocahontas.....		Connellsville.....	4 75 @ 5 00
Sullivan county, Ind.....	2 25	Maryland.....		Pocahontas.....	4 75
Sullivan county, Ind.,		New River.....		New River.....	5 00
nut.....	2 00	Ocean.....	4 00	Fairmont.....	5 00
land, Ind.....	2 30	Montana.....	3 50	Elk Lick.....	5 00
land nut.....	2 00	Winifrede Splint.....	3 50	Gas House.....	4 50
Coxville, Clinton, etc.....	2 00	Thacker.....	3 50	Charcoal per bushel.....	18
ocking Valley, Ohio.....	3 00	Raymond.....	3 50	Crushed Coke.....	4 80 @ 5 25
Carterville, Ill.....	2 25	Mammoth.....	3 50		

SAN FRANCISCO.

OCTOBER 3, 1900.

Since the Mariposa left the following vessels have delivered coal car-goes here from Australia, viz.: Horda, 3,681 tons; Speke, 3,683 tons; Fervaal, 3,010 tons; total, 10,374 tons. The total arrivals for August and September foot up less than 25,000 tons, showing that colonial coal shipments are an-nually diminishing. There are on the engaged coal list from Australia thirty-seven vessels, with a capacity of about 110,000 tons; there were 30,000 tons more tonnage chartered in August last, plainly showing that no new char-ers are being effected. The latest cables report 12 shillings as the schedule price for Wallsend for 1901. Add to this fully 20 shillings for freight, and it is evident that we must seek our fuel requirements outside of Australia. We must derive our future steam power from British Columbia, and Washing-ton coal and California oil. With no marked shrinkage from these sources we shall avoid any fuel famine; at the same time they are strained to meet the local demand. English grades are gradually being excluded from our market, as asking quotations there prohibit shipments. The crude oil output is increasing, and is now finding consumers in the city, thus displacing a few large coal burners. For the moment this is welcomed, temporarily, even by coal producers, as it is aiding them to keep buyers stocked up. Later on this may lead to keen competition, but certainly not for a year of two.

PHILADELPHIA, PA.

OCTOBER 10, 1900.

With the closing down of all the Reading collieries practically the entire operations of the anthracite regions are idle. The hard coal trade at this center during the week has been more or less at a standstill. The companies' stocks have been pretty well depleted, and what they still have on hand they are husbanding as much as possible and holding to apply on their season contracts. The demand, on the other hand, has not been nearly as large as that of a week ago, due to the belief that the strike will be called off at an early date, and, as most dealers have enough coal on hand to carry them along another week or two, with the present small consumption, they prefer to see most of their stocks cleared up, to be in a position to take advantage of the market when full shipments again commence. This uncertainty has prevented any further advance in prices, and in some instances where dealers or shippers have had fair stocks a slight reduction in price was made to reduce their stocks. There is, however, not enough coal on hand to permit of any material reduction before new supplies arrive, and in the event of a cold spell prices might show considerable advances. The output for Sep-tember, while more than was expected by some in the trade, was about what was predicted by THE BLACK DIAMOND at the commencement of the strike. Points along the line seem to be in greatest need of coal, especially at points off the line of the soft coal roads, as bituminous coal is not per-mitted to go to these points in any quantity.

In the soft coal trade there is a strong and healthy demand, particularly for the better grades, and the difficulty continues to be to meet this demand on account of the short car supply. Some of the shippers of the poorer grades say that the demand has fallen off somewhat during the week, though this is not believed to be general, as the call for the higher grades is sufficient to affect the movement of these coals. We know of several in-stances where contractors of the better coals are unable to get enough to meet their daily wants, not to speak of laying in some winter stock, and are obliged to buy what they can get in order to keep their plants running and protect themselves against any possible shortage later on. The shoal water ports are particularly short of coal, and unless shipments come through more regularly, will likely go into the winter short of their usual supplies. The difficulty is not with the producer, who is freer handed this year than last, and is doing all in his power to get the coal forward, but with the transportation lines, who have been only giving, for weeks, 50 to 75 per cent. of the number of cars required. It was promised at the commence-ment of the anthracite strike that a better supply of cars would be given as they were taken from this region, but so far the increase has been hardly noticeable. Export trade seems to have quieted down somewhat, though producers tell us it is just as promising and that what foreign demands are made now are on an f. o. b. basis and, therefore, more likely to result in permanent business.

Transportation from mines to tide is rather slow and irregular. Car supply is uncertain. In the coastwise vessel market vessels are in good supply and rates easy. We quote as follows to Boston, Salem and Port-land, 75-80. Sound ports 60-65; Lynn, 85; Newburyport, 90; Portsmouth and Bath, 80; Saco, 1.05 and towage; Gardiner, 1.00 and towage; Bangor, 1.00.

WHEELING, W. VA.

OCTOBER 11, 1900.

Business in West Virginia is picking up again at quite a satisfactory rate. The near approach of cold weather, when domestic fires aside from those in the ranges will have to be lighted, has helped the improvement somewhat, although it is much less important as a coal calling factor than is the resumption of numerous mills and factories. The signing of the final agreement between the American Tin Plate Co. and its 50,000 employes, and the putting of nearly all these people to work burning coal, last Monday, has put a lot of miners to work. There has been a steady increase in the Ohio valley since August 1 of factories working, and they all are of the sort that consume much coal. A few cokers in the southeastern part of the state are still idle, but for the most part they have gone to work again.

In the Norfolk & Western region the output of coal continues large, and a very large proportion of it is finding its way to tidewater, where the larger part goes abroad. The West Virginia, Central and Pittsburg re-gion is working full and steadily, and large shipments are growing a little larger from week to week. In the Fairmont region the reports of the Baltimore & Ohio yards, through which all coal is handled, show a grati-fying increase in production.

Figures already at hand go to show that the year's business, when it is footed up a couple of months hence, will be the largest in the history of the Fairmont region.

The Fairmont Coal and Mining Co. is the name of an organization chartered a few weeks ago at Charleston. At that time, its charter being of a general character, no one but those interested knew the exact purpose of the company. Yesterday it developed that it is to be, in reality, a selling agency for thirty-nine of the big coal companies in the Fairmont region. The new company will handle their entire production and will establish selling agencies in the various markets, to supersede the existing agencies of the individual companies. The plan will greatly reduce clerical ex-penses, and will do away with the services of salesmen. It will also put all the mines into harmony and will be able to handle product to great advan-tage. An order of any size can now be accepted, and cars which are always scarce when needed, can be placed where they can be loaded for the most urgent shipments.

A coal deal is reported as about to be closed in Marshall county, whereby 8,000 acres of coal land passes into the hands of people who will develop it. The details of the deal are not made public, but it is understood to include the building of a railroad and the opening of at least two big mines. The money is said to come from New York, but at this stage no names are given.

SEATTLE, WASH.

OCTOBER 8, 1900.

The demand for coal all along the Pacific coast has completely outgrown the capacity of mines. This year will witness the largest production and heaviest sales since the mines in the State have been opened. The needs of railroads and steamship lines have reached the maximum point this fall, and the demand from California ports has steadily grown larger. Coal is very scarce, there not being half enough to supply the local or shipping trade. Operators are daily refusing orders, and for Nome and other Alaskan points most of the shippers will not sell any coal, as they have many contracts to take care of. This shortage is due solely to the greatly increased demand for coal both local and foreign. All mines are running to their fullest capacity. The Pacific Coast Co. is investigating a coal deposit which is claimed to be very extensive and of an excellent quality, on Douglass Island, in southeastern Alaska. This is where the celebrated Treadwell gold mines are located. If this coal turns out well it is safe to say that the Pacific Coast Co. will acquire it, as this company is a very aggressive one and thoroughly alive to the importance of coal out here, and its great possibilities as a big money maker. Shipments continue light. There were two cargoes of coal shipped this week: A. J. Fuller, 2,200 tons, Honolulu; Isaac Reed, 2,000 tons, San Francisco. Miscellaneous ships (estimated), as ballast, 4,000 tons. Total, 8,200 tons.

CINCINNATI, O.

OCTOBER 10, 1900.

An almost unprecedented shortage of cars is the feature of this market just now. Nobody is getting as many cars as he needs, and some dealers and shippers are not getting more than one-fifth of their required amounts. Dealers, however, have been selling coal right along, and getting few cars has put them from four to six weeks behind with their orders. Under these conditions it is natural that prices should be stiff, and that there should be an upward tendency to prices. Coal is now selling at \$1.75 a ton at the mines along the Chesapeake & Ohio, or rather orders are being taken at that price, for no one is promising prompt delivery. The freight rate to Cincinnati is 85 cents a ton. No changes have yet been made in retail prices, and Pennsylvania and West Virginia soft coal are still being sold for \$3.25 a ton in the city proper, and \$3.50 on the hills. Pocahontas and New River sell for \$4.25 and \$4.50 a ton delivered. Anthracite is still \$7.00 a ton, and a further advance is looked for. There is no change in the river situation. Large quantities of coal await shipment at Pittsburg and Point Pleasant, but the river is too low for any kind of towboats.

KANSAS CITY, MO.

OCTOBER 11, 1900.

Coal trade in Kansas City and vicinity is being controlled entirely by the elements. When the wind blows from the north orders are in excess of the supply, while a few days of sunshine, coupled with a south wind, induces some one or more to commence monkeying with prices under the plea of overstock. No one will sell coal ahead and no one will buy ahead. On nearly all grades of coal there is almost a continuous shortage, but on block coal there has been the slightest excess at times, just enough to show what would happen were there a general surplus. Prices are ruling satisfactorily. Arkansas coal is still in short supply.

A canvass of the general situation among the larger dealers in soft coal brings out the estimate that the present shipments to Kansas City and immediate territory is from 25 to 30 per cent. behind what they were a year ago, and the capacity for shipping is but little, if any, in excess of last year. The last coal consuming zinc smelter in the southern Kansas coal fields has shut down, and there are few who think that any of the coal smelters will ever start up again. For several years the smelting people have been constructing their plants in the natural gas belt of Kansas, and as gas is an ideal and cheap fuel for the purpose, it would seem that the prediction is well made. For years the smelters have been a source of worry to the handlers of slack coal. At times they would use all they could get and pay any price to get it, and then, again, they would shut down and use none, throwing large quantities of the stuff unexpectedly on the market. Should they discontinue the use of coal entirely it will surely aid in making a more uniform and satisfactory market.

Shipments of hard coal have not entirely ceased. If all comes that seems to be expected by the different shippers here, there will be no shortage. A country paper out in Kansas complains that the price of hard coal is so high that none but farmers can afford to use it.

Twenty miners in the Brookfield, Mo., shaft have struck, and the owners have begun shipping coal in preference to raising wages.

Five hundred union miners at Bevier have marched to the non-union mines at Ardmore and Excelsior with a view of getting out the men at those camps. They are said to be meeting with some success. At least, they have camped out with an evident intention of staying awhile, while the union operators at Bevier are kicking because the men do not stay at work at a time when coal is badly needed.

The diamond drill at Atchison punctured an 11-inch vein of coal at a depth of 500 feet. At 800 feet they went through a 22-inch vein, and now it is claimed that at a depth of 1,100 feet they have struck a vein 36 inches thick. The drill is still doing down. Probably they think that if this geometrical progression is maintained it is only a question of depth to find a thickness in coal of any number of feet.

Complaint is made among the retailers of Kansas City that much trouble is being experienced in getting sufficient teams to make deliveries. There never was such a shortage of teams and never a time when better wages were offered. The city of Kansas City, Kan., has advertised three times for bids for furnishing the city with coal for the ensuing year, and not one proposal has yet been recorded.

OMAHA, NEB.

OCTOBER 11, 1900.

The Omaha dealers are feeling, to some extent, the effect on the Chicago market of the big strike. Several cars of anthracite have been sold here within the last ten days at fancy prices, and a few of them delivered, the dealers preferring to pay this premium rather than to wait for coal bought on the June circular. The coal for country points near here is reported to be moving slower than usual and some of them will doubtless really need the coal before it is delivered.

Bituminous coal of all grades is in good demand and the supply, so far, quite equals the demand. In a retail way the coal trade in Omaha has been lively. The sign, "Teams Wanted," is displayed in many of the coal offices windows. And not only are teams wanted, but many are distributing the winter's supply of fuel. There have been no changes in the retail prices which are \$9.50 per ton, delivered.

OPEN LETTER OF AN OHIO OPERATOR TO PRESIDENT MITCHELL.

Mr. W. S. Courtright, of the Courtright Coal Co., Columbus, has addressed an open letter to President John Mitchell, of the National United Mine Workers of America. It will interest both operators and miners, for it contains suggestions that will have a bearing on the joint convention which meets in that city in January, 1901. The following is the letter in full:

JOHN MITCHELL, ESQ., President U. M. W. of A., Indianapolis, Ind.:

DEAR SIR: In your statement to the public of September 14, assigning reasons for calling the miners of the anthracite region out on strike you give as one of the principal grievances the violation of the law of Pennsylvania by the operators and say in effect that the law makes a ton of anthracite coal 2,240 pounds, while the miner is compelled to mine from 2,700 to 4,000 pounds for a ton.

The membership of your organization, until quite recently, has been composed almost entirely of bituminous miners, and the strength of your organization is given by the miners of Western Pennsylvania, Ohio, Indiana and Illinois. For three years past, your organization has met in joint convention with the operators of these four States, forming, with West Virginia what is known as the competitive field, to agree upon a scale of wages for the current year. Thus far these conventions, after days of labor have been successful in agreeing upon a scale of wages.

Last January in the city of Indianapolis, after a struggle of two weeks a scale of wages was formed for the period of one year, from April 1, 1900 to March 31, 1901, on the basis of 80 cents per ton for screened lump coal of 2,000 pounds. At this convention as well as those held in Chicago, Ill. and Pittsburg, Pa., the attention of your officers and delegates was called in the most formidable manner possible by the operators, to the unfair competition they were obliged to meet from the producers of coal in West Virginia who came in direct competition with them by both rail and lake. At each of these conventions your officers pledged themselves, on the floor of the conventions, to use the entire strength of your organization to correct the unfair competition from West Virginia. You have not fulfilled this pledge, nor do present prices on coal from that field indicate that you have done anything whatever toward bettering conditions.

It is a conceded fact that the operators of certain sections of West Virginia are getting their coal mined at from 30 to 35 cents per ton less than the operators of the states of Pennsylvania (western), Ohio, Indiana, and Illinois; neither do they pay any attention to the ton basis. It all depends upon the size of the mine car, which the miner is compelled to load for a ton, and varies from 3,500 to 5,000 pounds. A friend of the writer states that, while in West Virginia recently, his attention was called to the method of paying the miner at a particular mine. A 40-ton railroad gondola car was placed under the chute, and it took nine (9) mine cars to load the gondola, for which the miner was paid 60 cents per car.

How does this rate of mining compare with the four states with which you have an agreement? The Hocking district of Ohio has lost to West Virginia, since the formation of the last agreement with your organization, more than 500,000 tons, and there is as much more which will be lost another year unless the cost of production is equalized. Will the miners of your organization in Western Pennsylvania, Ohio, Indiana and Illinois, with a membership of about 120,000, reduce their price of mining so as to enable the operators to hold their business or will West Virginia be advanced? In your statement to the public on September 22 you refer with pride to the agreement made with the bituminous operators at Indianapolis by which you were successful in securing an advance of about 22 per cent. over the year previous. You cannot, however, hope to maintain yourself unless there is uniformity of the wage rate of the competitive field. The question of how much coal shall constitute a ton, as well as the extreme low rate for mining in West Virginia, is far more serious to the operators and miners who are obliged to compete against it, than is the size of a ton of coal in the anthracite region; therefore, do you not believe it would be better for the members of your organization to correct evils which exist in localities where the competition is direct, rather than try to regulate the affairs of those who hardly come into competition at all?

Yours very truly,

W. S. COURTRIGHT.

The anthracite coal miners had not been on the strike two days before the New York yellow journals had pictures showing them gaunt, emaciated and dying of starvation, a conclusive proof of either the improvidence of the miners or the lying propensity of the yellow journals.

A little over a year ago the Evans Coal Co. opened a new mine near Berwick, Iowa, on the Chicago & Great Western, on land belonging to D. Henry which has turned out to be one of the best in the district. The vein averages six feet and so far is without a fault.

ON THE WING.

Mr. Fred Himes of A. Himes & Son, Grand Rapids, Mich., was in Chicago this week.

Mr. James Epperson, State Inspector of Mines, Indiana, spent a few days in Chicago last week.

The Montana Coal & Coke Co. has declared the regular semi-annual dividend of 30 cents a share.

Mr. A. B. Cook of the Union Fuel Co., Omaha, Neb., was calling upon the Chicago coal trade during the week.

It is understood that the anthracite miners' convention will be held in the large Music Hall at Scranton, Pa., on Friday, October 12.

A correspondent at Sheboygan, Wis., reports a serious loss by fire to the coal sheds of the Sheboygan Coal Co., partly covered by insurance.

The Texas and Pacific Coal Co. has declared a dividend of $1\frac{1}{2}$ per cent, payable October 24. Books closed October 10 and will reopen October 24.

Mr. Joseph S. Harris was re-elected president of the Philadelphia & Reading Railway and the Philadelphia & Reading Coal and Iron Co., at their annual meeting, on Monday last.

Mr. B. W. Robinson, manager of the mines of the St. Bernard Coal Co., Earlinton, Ky., has installed a new third-rail motor in the Hecla mine which is reported to be working satisfactorily.

The Bell & Zoller Coal Co., 225 Dearborn street, Chicago, was awarded the contract for the 60,000 tons of coal required by the Deering Harvester Co. This is about the last contract of the season.

Mr. W. M. Sanford of Sanford & Zartman, Freeport, Ill., was a visitor to the "Garden City" this week. Mr. Sanford is a member of the executive board of the Retail Coal Dealers' Association of Illinois.

Mr. John W. Skeele, general sales agent of the Lehigh Valley Coal Co., 26 Cortland street, New York, has been in Chicago and the West for about ten days. He expects to return East during the coming week.

On another page will be found the announcement of the Simpson Manufacturing Co., Winthrop Harbor, Ill., with Chicago office at 95 Dearborn street; also a notice of the formal opening of the works on Saturday, October 6, 1900.

Mr. David Rutter of D. Rutter & Co., 90 Dearborn street, Chicago, has gone to Asheville, North Carolina, for a much-needed rest. He expects to remain there some eight or ten weeks. Mr. Rutter was accompanied by one of his sons.

A new Illinois corporation is the Dearborn Coal Co., Chicago; capital, \$20,000; mining and dealing in coal; incorporators, Edmund S. Cummings, \$20,000 in coal; incorporators, Edmund S. Cummings, Avery R. Hayes and Norman G. Collins.

Mr. Robert Husband, who has had considerable experience in the coal business of the Pacific Coast Co., has been appointed superintendent of the coal agencies of that extensive concern in California, according to a circular just issued by President J. D. Farrell.

The anthracite tonnage for the month of September was 2,959,550 tons, compared with 4,365,649 tons for the corresponding month of 1899. This makes the tonnage up to October 1 approximately 34,000,000 tons, or 500,000 tons less than for the same time last year.

A dispatch from Vancouver, B. C., October, 6, says: James Dunsmuir head of the coal mining firm of R. Dunsmuir & Sons, and Premier of British Columbia, during the provincial campaign last fall discharged all the Chinese working in his mines on Vancouver island and sent to Scotland for 400 Scotch miners. Half of these arrived last week, and today many of them struck and left for the United States. All the expenses of their transportation from Scotland were borne by Dunsmuir. The Scotchmen refused to submit to the mining regulations.

The attention of our readers is called to the advertisement of Hull & Co., Traders' Building, Chicago, who offered their crushed coke as the only substitute for anthracite coal.

Mr. E. B. Crosley, assistant general freight agent of the Philadelphia & Reading railroad, with headquarters in Philadelphia, was in Chicago this week on official business connected with his company. Mr. Crosley will be remembered as the predecessor of Mr. J. H. M. Claggett, resident manager of the Philadelphia & Reading Coal and Iron Co.

An instance of the large business being done by the bituminous coal roads is furnished by the Chesapeake & Ohio Railroad, which increased the gross earnings for the last week in September \$158,000. This is nearly 50 per cent. greater than the corresponding week last year.

The Dutch steamer Zeeburg, whose charter to carry coal to Marseilles was announced during the week, is operating under a new and large contract of the New York parties to supply the French demand, and is not connected with the many previous shipments of coal to Marseilles.

A new Indiana corporation is the Terre Haute and Chicago Coal Company, capitalized at \$10,000. The company is organized to do a wholesale and retail business in buying and selling coal, brick and stone and will have its principal office in Brazil. The directors of the concern are Erastus F. Saur, Carsar A. Rodney and Wm. W. Ray.

Mr. George F. Getz, Old Colony building, Chicago, shipper of coal and coke, accompanied by his physician, will sail for Europe next week. He will spend the winter in Italy, Naples and vicinity, and expects to return to Chicago next May or early in June. Mr. Getz, who has been ailing for some time, has been advised to try a thorough change of air and scene.

Altoona, Pa., correspondence is to the effect that despite the boycott recently declared by the U. M. workers, thousands of tons pass eastwards in Reading and Lehigh Valley cars. Not less than 2,000 cars pass through the city every day, and the bituminous miners are averaging from \$3 to \$4 a day all over the district. They are contributing to the strike fund, but are mining coal to the limit of their endurance.

The Fargo, N. D., Argus says: "Gen. W. D. Washburn, Judge Merrill, Treasurer Crane of the Washburn road, and a party of friends have been at Wilton, the terminus of Gen. Washburn's road, for a day or two looking over the coal mines just opened there. General Washburn is much pleased with the showing that the coal fields have made, and confidently expects a large business for his road from coal shipments."

Mr. R. C. Crowthers has been appointed city sales agent of the Luhrig Coal Co., Cincinnati, Ohio, in succession to W. Montgomery. Mr. Crowthers, who is well and favorably known, having been identified with the wholesale coal interests for years, and enjoys a large acquaintance among the shippers, will look after the local and retail business of the sales department, Mr. C. A. Chambers continuing the general management.

Our West Virginia correspondent writes: "For a consideration amounting to more than \$500,000 a syndicate of Eastern capitalists today became the owners of 12,000 acres of Pittsburg coal lying west of Morgantown. The title is in the name of James Millholland, trustee, until a company is formed. The work of perfecting titles, securing rights of way and doing other things necessary to the enjoyment of the property has been going on for six months."

In our issue of October 6 the following appeared in this column: "The Howe Scale Co., Rutland, Vt., has just secured a big contract for furnishing all the coal carrying machinery for the new power plant of the Manhattan Railway of New York. The contract amounts to over \$50,000." This should have read, "The John A. Mead Manufacturing Co., who are exclusive manufacturers of Harrison conveyor machinery, McCaslin overlapping gravity bucket conveyors, Case marine coal elevators, etc., etc."

Consul Halstead at Birmingham, Eng., has reported on a competitive test of American and British coal by the South Metropolitan Gas Co., of London. The chairman of that company reported that American coal yielded 15,000 feet of gas per ton against 10,000 in the English coal, while the coke was plentiful and good. Consequently, though the American was quoted higher than English coal, it was actually cheaper. It had been found also that the American coal was superior to the Australian coal, and a market was opening in that direction for it. There was talk of building 10,000 ton vessels for the express purpose of bringing American coal to the Mediterranean, because the freight rates at present made the price of the American coal higher than it should be.

The Flemington Coal and Coke Co. loaded, for Sweden, on the 15th, the steamer Laureldine, at Baltimore, with 5,000 tons of their West Virginia coal. This is the largest shipment that has ever been made to this country. They are also shipping considerable coal to the Mediterranean, where their coal seems to give good satisfaction, as the following extracts, taken from a report of one of their customers, would indicate. "The only trouble we can find with your coal is that it is not quite as lumpy as we would like to get it, we being used to lumpy coal, and if you can fix this by better screening it will be entirely satisfactory. Our friends have taken quite a liking to American coals. The quality is entirely satisfactory. Analysis shows very good results, particularly as to its coking qualities, and it is high in calorific powers. If you can give more attention to the screening, we will be able to use large quantities of it."

A New Orleans correspondent writes: "The Snyder Barthel Co. of this city proposes to develop a big coal industry out of Kanawha this fall. This is not the first time that a company has sent Kanawha coal to New Orleans markets by river. Several years ago a firm named Armstrong & Co. bid for Southern patronage, but for lack of financial backing gave up. This new firm is said to have an unlimited amount of capital to carry on an extensive coal traffic. It will be remembered that last June this company bought the steamer Adelle from a Kanawha firm, giving a good price for it. After securing the boat fifteen barges containing about 14,000 bushels of coal each were sent down the river to New Orleans. This coal was bought in the markets at Kanawha. Several days ago members of the firm passed through Cincinnati en route to Pittsburg, where they propose to give out contracts for the building of 50 barges."

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The BLACK DIAMOND has received the following from the Chicago representative of the John A. Mead Manufacturing Co., 11 Broadway, New York, which is self-explanatory: "Your issue of September 22d contains a paragraph in 'On the Wing' column, giving the time of discharging the s. s. Cranage of 3,200 tons of anthracite coal at Cox Bros. & Co.'s Clybourn Avenue yard in fifteen hours, ten hours for four towers and five hours for two towers, an equivalent of fifty hours or an average of 64 tons per hour for one tower, and this is claimed to establish a new record, which doubtless is true for that system, but in comparison with the work done at the North Avenue yard of E. L. Hedstrom & Co., it is small. With two of our towers the vessel Armenia has been discharged of 3,698 tons in 14 hours, an equivalent of 28 hours, or an average of 132 tons for one tower per hour. No attempt was made for record time. There is no other system that can approach the work done per tower of this style."

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The annual report of the Reading Co., covering the year ending June 30 last, shows big increase in the earnings in their coal department. It states that the tonnage of anthracite coal mined amounted to 9,219,764 tons during the year, an increase of 1,036,120 tons, and it bought 1,125,467 tons, a decrease of 69,914 tons, a gain of 12 per cent. The coal cost, to mine and buy, \$1.66.7 per ton, an increase of 7.8 cents per ton over the previous year. The bituminous coal showed an increase from 4,201,622 tons to 4,539,719 tons, or 8 per cent. The funded debt of the Reading Coal and Iron Co. was reduced \$1,374,000 in the twelve months. In reference to their ocean business they also show large increases. Statistics of the business shipped from the company's Port Richmond wharves show that the tonnage in both hard and soft coal was considerably larger than the last year. The tonnage of anthracite represented 1,739,231 tons, as against 1,480,281 tons in 1898 and 1899, and bituminous coal, 826,235 tons, as against 780,307 tons in 1898 and 1899.

ANNOUNCEMENT.

The Simpson Manufacturing Co., Winthrop Harbor, Ill., "beg to announce that they have succeeded to the business of the Simpson Machinery Co., of Grand Crossing, Ill.

"Their new location at Winthrop Harbor is an ideal one in every respect, being situated on the west shore of Lake Michigan, 44 miles north of Chicago, on the Chicago & Northwestern Railroad.

"A railroad switch connected with the Chicago & Northwestern tracks enters the works, which enables the company to load shipments with ease and dispatch.

"The shops are equipped with the most approved machinery, which will insure to our customers not only prompt execution of orders, but accuracy of workmanship.

"The specialties manufactured by this concern are well known all over the United States, Canada and Europe, and embrace the following. Brick-making machinery of all kinds, screens, drying cars, pulverizers, winding drums, conveyors of all kinds, sizing machines, elevators, shafting, pillow blocks, hangers, pulleys, etc.

"The Simpson Manufacturing Co. hope that they will be favored with a continuance of the patronage heretofore extended to the retiring company."

The Chicago offices are at 95 Dearborn street.

STRIKE NOTES AND OPINIONS OF EASTERN REPRESENTATIVES.

Messrs. Madeira, Hill & Co. report that while they had fairly good stocks of coal on hand at the commencement of the strike, they are now practically cleared up, as they have stood by their customers and helped them out wherever they were in want.

Anthracite coal at Philadelphia has been selling at \$7 a ton, though the ruling price is still below that figure. Some of the larger concerns are asking \$6.50 a ton, shot in, or \$6.75, carried into bins. The demand, however, is reported light, as consumers apparently think it wise to wait for the end of the strike. The stock is said to be less than 320,000 tons in the 321 retail yards, against 600,000 tons in previous years.

With the depletion of anthracite stock at tidewater the companies' vessel tonnage is being chartered to carry bituminous coals from the lower ports. The Reading steamer Harrisburg, and eight barges, cleared during the week for Norfolk and Baltimore. A number of the Delaware, Lackawanna & Western barges have also gone south to carry soft coal to Boston and the East, as owing to the dearth of anthracite, there is nothing for them to do in this line. It is also stated that some of the anthracite railroads are sending coal cars to West Virginia, where they are to be used in transporting coal to the seaboard.

With practically all the mines closed, with the exception of the Panther Creek valley district, the chief topic of discussion in the trade centers is the call for the convention to be held at Scranton on Friday next. In the meantime local meetings will be held to elect delegates to vote on the proffered increase of 10 per cent made by the operators. The basis of miners' representation will be one vote for each 100 persons on strike, or, if desired, one delegate may represent as many as 500 mine workers, but no delegate will be allowed to cast more than five votes. While the feeling prevails that satisfactory terms will be agreed upon, yet, if the miners are under the impression that further concessions may be obtained by deciding to stay out, they are likely to be badly mistaken and the strike may be fought to the bitter end, as the companies say, in offering a net advance of 10 per cent, they are giving up all that the trade will allow, and they will make no further concessions. The situation is up to them, and it is theirs to accept or reject.

One phase of the strike situation deserves some consideration, and that is the position of the individual operators, who, after protesting to the powers against granting an increase in wages, have agreed to allow their men the 10 per cent. advance. This, of course, was the only thing they could do, as they could not get men to work for them for less money than was being paid by their competitors, but as the market price for coal was largely made by the companies, they demanded a reduction in tolls to offset this increase in mining which we understand is now being considered, and it is thought an advance from 60 to 65 per cent of the selling price will be allowed them. There is no doubt that the transportation companies, who are in control of the situation, can so handle the tonnage during the year as to net them either a revenue or a loss, notwithstanding any concession that they may make to the individuals, who will, in many instances, be handicapped by the increase in mine wages. It is not thought that an increase in the selling price of coal in comparison with the increased cost of mining will have any effect on the total tonnage, the point to be considered is the regulation of the tonnage to meet the market requirements rather than the financial needs of the producers.

NOTES AND OPINIONS OF THE GREAT ANTHRACITE STRIKE.

Fully 1,000 delegates are expected to be present at the convention of miners at Scranton.

It is stated that the railroads have made all the concessions they will make to the strikers.

The raid on Lattimer, last Saturday, has caused a loss of sympathy on the part of the law-abiding citizens of the state.

There is almost complete paralysis of the 289 collieries in the anthracite field, and upward of 140,000 men are idle—on strike.

It is stated that nearly all, if not all, the individual operators have posted notices of the concessions they are willing to make to the strikers.

The miners' convention will be held at Scranton, Pa., on Friday, October 12, 1900, to vote on the operators' offer of 10 per cent. advance and reduction in price of powder.

It is reported that many of the delegates to the convention are pledged to vote for a semi-monthly pay, powder reduced to \$1.50 per keg, 10 per cent. wage increase, with the operators' guarantee to keep the wages up to that standard for on year, and the recognition of the union.

A serious clash between miners and deputy sheriffs is reported as occurring at Oneida colliery, near Hazleton. The Cross Creek Coal Co., after the trouble was over, announced a suspension of work until the strike is settled at Oneida, Derringer, Gowen and Beaver Meadow collieries.

It is stated that the presidents of the coal roads have instructed their general mining superintendent to get together and choose a commission which will act with a similar body from the individual coal operators' association and be prepared to act upon whatever the miners' convention may determine upon.

At Scranton, on Wednesday, after the parade and while a mass meeting was held, it was estimated that more than 10,000 persons were gathered around the speakers' stand. When Mr. Mitchell told the miners that the proposition of the operators to advance wages 10 per cent. was not enough the miners appeared to agree with him.

THE ILLINOIS COAL OPERATORS PLAN FOR OBVIATING STRIKES.

We deeply regret that, owing to the pressure upon our space, that we cannot publish in full the entertaining and convincing article of Mr. Herman Justi, commissioner of the Illinois Coal Operators' Association, which is to appear simultaneously in the leading daily newspapers and trade papers of the country. It treats fully and in detail of the Illinois coal operators' plan for adjusting differences and disputes, and thus removing the occasion for needless labor strikes. This article, in its entirety, should not only appear in widely scattered newspapers, but it should be published in pamphlet form, thus giving it more permanent value and insuring for it that class of readers who devote themselves to the study of economic questions.

Some idea of the thoughts that are evidently strong in Mr. Justi's mind may be derived from the following extracts, taken here and there from his article:

The mine workers of Pennsylvania, Ohio, Indiana and Illinois are well organized, and have had in the field continuously for several years past national, state, district and local officials and committeemen to do nothing else than to look after the interests of the miners. Every demand made by the miners has been persistently and systematically followed up by the organization through these officials, and whether such demands were in exact accord with the different agreements or not, they were very generally conceded, there being no tribunal to which the operator could appeal, or from which he could seek counsel to guide him.

ORGANIZED CAPITAL VERSUS ORGANIZED LABOR.

Thus we see capital practically unorganized coping with labor thoroughly organized and ably officered. The strange thing, therefore, is not that capital has in a sense, and to a slight extent, at length awakened to its dangers and its opportunities, but that the intelligence behind capital has been so slow to realize that the only solution for labor differences, the only way to secure fair play, the only way to hold in check the radical element in the ranks of both operators and miners, was to proceed upon business lines and to meet organized labor with organized capital.

What has been done so far, however, is only a mere beginning, and in so far as the coal producing industry in the bituminous field is concerned, capital is still at a tremendous disadvantage, because it is not well organized, and its immunity from the consequences of sundry manifestations of bad faith on the part of the miners, and their petty tyranny, of which so many operators have complained, will depend upon the public spirit, enlightenment and fairness displayed by the coal operators themselves.

In Illinois, happily, the coal operators, it would seem, have seen with a clearer vision than coal operators elsewhere, the necessity of placing their organization upon a footing similar to that held by the Miners' Union, and his new departure, contrary to the expectation of many, has been hailed with pleasure and satisfaction by the most enlightened leaders of labor in America. They accept this movement, not only as a recognition of their organization, but as a tribute to the fair and honorable disposition of the officials of the Mine Workers' Union, and in return for such high tribute—of such wise and generous recognition—they have placed themselves on record as determined to aid in enforcing upon both parties a strict observance, in letter and spirit, of every agreement and of their every condition.

LABOR UNIONISM ON TRIAL.

This is well, for thus the labor union is placed on trial and is given, under the most favorable auspices, an opportunity to prove that its claim to popular sympathy, confidence and favor are well founded; while capital on the other hand will show what even a very modest attempt at organization can do to enforce its rights against unjust demands and to render comparatively tranquil the conditions of labor in at least a small part of the industrial world. It will do even more; it will show that the operator means to be fair and just in his dealings with the miner whatever has been said to the contrary, and that he is willing the public should know the whole truth about any serious differences arising between master and men.

The labor union, as I have just said, is on trial, and if it is to retain public confidence it must show, not only that it can and does help the laborer, but that this benefit being a practical one, extending to the families of miners, is secured to them without injury or danger or with too great a cost to the general public. If, therefore, we are to deal with the Mine Workers' Union fairly, we must deal with it, not sentimentally, but practically and with honest sympathy. We must study its methods for benefiting the laborer as a new system of education, or study it rather as that important phase of the general industrial problem upon which the best minds of the century have expended so much thought and labor.

The labor organization, it must be admitted, stands practically as a monopoly between the general public and the particular employers interested, and, sooner or later, it will come to be generally regarded in exactly the same light as any other monopoly. Therefore, the leaders in the cause of labor cannot be too circumspect. Their cause is on trial now with respect to the manner in which it treats the various employers who are compelled to deal with it and whose continued existence depends upon the uniform fairness and justice with which the organization deals with the various employers. If labor organizations are to prove a permanent success they must not favor one district, locality or class of employers at the expense of another. Nor must they pursue the policy of exacting higher wages and more favorable conditions where they happen for the moment to believe that their organization has the greatest strength, while in another warding off the possibility of a contest by granting special concessions.

Labor leaders must preach and practice equal and exact justice to all and educate their rank and file to understand that it is occasionally necessary to sacrifice some local advantage to the common good, or waive it, until it can be fairly exacted from all alike. It will be fatal to organized labor should its leaders assume an air of proprietorship, such as minor officials have sometimes done, for in a free country like ours the public is not slow to severely rebuke or dethrone petty tyrants or usurpers.

The value to the industrial world, then, of the present experiment inaugurated by the Illinois Coal Operators' Association in establishing a commission, for the purposes hereinafter set forth, will be determined mainly by one result, to-wit: The officials of organized labor, having entered into an agreement with individual employers, or associations of employers, can they, the officials of organized labor, enforce upon individual employees compliance with all the terms and conditions of such agreement?

After giving full information as to the manner in which the Commission of the Illinois Coal Operators performs its work, and after giving a brief account of results obtained thus far, Mr. Justi makes the following excellent suggestion of organizing into a strong central body the labor commissioners of all the leading industries of the country:

All this goes to show that there is a common-sense, business-like plan of treating the greatest and gravest question; a plan that should appeal to and commend itself at once to the quick intellect of the practical American business man—a plan that American employers of labor can at least afford to try without injury to anyone should it here and there, or altogether, fail. But it will not fail, and the sooner all branches of industry in America are thoroughly organized and each branch or division establishes a labor commission similar to the one I have outlined for the settlement of all differences and disputes that may arise between master and man, the sooner shall we be rid of that obstruction to our commerce and that menace to our peace—the labor strike. Then all such differences and disputes can be fairly settled, because daily experience will make of such commissioners experts in their peculiar calling, who, besides the practical knowledge they may acquire in the ordinary course of their labors, will be possessed of what is always necessary in treating successfully with the laboring classes—a spirit of perfect fairness together with broad human sympathies.

These commissioners of all the different branches of industry, which might include also labor commissioners for our great railroads and street railway companies as well, having by study and experience become experts, could be formed into a great central body to which would be referred grave and weighty questions such as are involved in the St. Louis railway strike, or the builders' and contractors' lockout in Chicago, or the present troubles in the anthracite coal fields.

Such a body of men, representing so many and such varied interests would, collectively, possess a knowledge of every phase of the great labor question, and, having no special personal ends to subserve or financial interests to advance, it would not only enjoy public confidence in the fullest measure, but it would be hailed by wise and honest labor leaders everywhere, not only as embracing in its ranks foemen worthy of their steel, but as supplying the very influence necessary to hold in check the rabid element in their own ranks, for true labor leaders who have high and honorable aims for organized labor, well know that the danger to their cause is not from without, but rather from those noisy members of their own household who have in the past arrayed class against class, and who would to-day, if they could, make the breach between capital and labor an impassable gulf.

The greater, then, is the need for sincere and able champions of labor, and the more solemn becomes the duty of the employing class to encourage and help their employees to discriminate between true and false leaders, if the new conditions in the labor world are to be improved and utilized for the interest of every citizen and for the general advancement of civilization.

FUTURE SOURCES OF COAL SUPPLY.

In an editorial the New York Times, after remarking that a great deal more attention is being directed to the question of the exportation of American coal than the facts warrant, observes that China, Japan, Corea and Formosa are full of coal; Australia and New Zealand can immensely increase their output; the Andes range is coal bearing throughout its entire explored length, and running through Peru and Chili, near the sea, are seams of the finest coal known, including true anthracite with only 1 per cent. of ash. There is much coal in parts of Africa. British North America is well supplied and for many years to come England will draw largely from Nova Scotia and New Brunswick. Coal is also found in India. In a word, coal is well distributed over the earth's surface, and when a serious search for it begins more will be found than can be developed for centuries to come. In this connection it is interesting to note that Canada's exports of bituminous coal have been as follows: In 1895, 1,110,567 tons; 1896, 1,025,060 tons; 1897, 1,102,067 tons; 1898, 1,082,123 tons; 1899, 1,140,840 tons.

THE MARKLES OF JEDDO, PA.

A correspondent at Wilkesbarre gives the following brief information about people who have become known through the newspapers for their prominence in connection with the anthracite strike and the manner in which their miners abrogated an agreement they had in regard to arbitration of disputed points:

"The Markles have become conspicuous in connection with this strike, because of their singularly fair dealing with the men under them and because the respect in which they were held by them has been one of the most stubborn obstacles to the union's plans to tie up the coal field completely. Their village at Jeddo is a clean, tidy, attractive little country town, with the mountains towering around it and a wide road leading through it, over which a multitude of ducks and chickens wander. It is the home of a contented, thriving lot of workmen, and some of the women whom I met were of opinion that it was a nicer place to live in than the metropolis. Alvin Markle is a rugged, square-built type of man of middle age, whose treatment of his workmen springs more from strong convictions than from any mildness or meekness of disposition. He wants to be fair with the miner and he wants the miner to be fair with him, and one would not expect much patience from him toward any man whom he believed had broken his word. Although his actions have all looked toward peace, he is evidently a fighter rather than a temporizer. He is one of several operators who believe that the strike is the result of a plot hatched months ago."

THE ROBINS CONVEYING BELT CO., RECEIVES A GRAND PRIZE AT PARIS.

The photograph here reproduced shows an exhibit of the Robins Conveying Belt Company, of New York City, at the Vincennes Machinery Annex of the Paris Exposition, for which the company was awarded a grand prize, this being the only grand prize awarded to any exhibitor of conveyors. It consists of a 20-inch Robins Belt Conveyor 90 feet long, running level under a series of bins, after clearing which it takes a curved



incline, elevating the material to a height of 7 feet, at which point it is delivered to a horizontal 20-inch conveyor, which carries the material in the reverse direction. On this upper line of conveyor a patent tripper operates, distributing the material into the bins, reversing automatically at each end of the bins and requiring no attendance. The capacity of the system is 200

tons per hour, and it is constantly in operation, handling broken stone.

The company also makes two other exhibits, one in the Machinery and Electricity Building, consisting of two 20-inch conveyors 35 feet long, and the other in the Mining Building, consisting of a one-quarter size model, including the automatic tripper, of the Vincennes exhibit. These exhibits are also in constant operation. In addition to the machinery there is a large collection of photographs of Robins Belt Conveyors, showing installations in all the mining countries of the world. While some of the pictures were of interest to the exposition crowds, it was the conveyors themselves that attracted the attention of all, especially those on which automatically

reversing trippers were working. This invention had never been exhibited before in Europe, and the smoothness and regularity of its operation, requiring no attention whatever, excited a great deal of curiosity and interest.

Special exposition catalogues were attractively gotten up in French and English, with many illustrations, for distribution at each of the exhibits.

THE SIMPSON MANUFACTURING CO., WINTHROP HARBOR, ILL.

The Simpson Manufacturing Co. has moved from Grand Crossing to Winthrop Harbor, Ill., a few miles north of Waukegan, 44 miles from Chicago, and on Saturday, October 6, held a reception from 2 to 5 p. m., to celebrate the formal opening of the new works. There were some 200 invited guests from Chicago and elsewhere, with a number of the fair sex, which gave considerable color and animation to the enjoyable occasion. The large brick factory building, which is centrally located in what is called the "industrial, or manufacturing" district, is 150x50 feet, and 35 feet high, well lighted and substantially constructed, with a six-inch concrete floor capable of withstanding a pressure of 50 tons to the square foot. The switch from the railroad runs 40 feet into the north end of the building and close to the power house, making it convenient for shipping and unloading coal, etc. The power house, just a little to the north end of the main building, is 55x44 feet, with two boilers—150-horsepower—and a 67-horsepower engine for the factory, with space for another boiler, heater, engine, dynamo, etc. The smoke stack will be of brick, 75 feet high, and will stand upon 11 square feet of concrete. The Simpson Manufacturing Works will supply the electrical power required by other plants which will be constructed there during this winter and coming spring. Twenty feet above the floor is a gallery, 15 feet wide, which encircles the building except on the north end. At the south end of the gallery will be the offices, drafting rooms, etc., and on the two sides light machinery, pattern makers' shop, etc. Ample space and tracks are provided for a traveling crane to run 100 feet, for handling the heavy parts of machinery, etc., on the mounting floor, which is equipped with a full and complete line of modern machine tools. Quite a good deal of the machinery is installed, shafting, pulleys and belting in position, and on Saturday a traction engine supplied the power to put all into motion, the power house not being completed. The water conductor pipes are inside the building, which will prevent trouble during severe weather. The huge flat

roof is supported by eight solid timber buttresses. The big door at the north end is 16 feet square, and high enough and wide enough to admit the largest sized railroad car. Water will be supplied from an artesian well, 100 feet deep, which is said to be the same as the famous Waukesha drinking water. The factory is about 1,000 yards from the main track of the Chicago & Northwestern Railroad depot and directly east of it, standing in five acres of ground. Between the railroad tracks and the residence district, which is on high ground, will be the park system, which will take in several ravines. It will be noticed that the factory district is distinctly separated from the residence and business parts of the town. After the party had inspected the works refreshments were served. All the visitors were much pleased with what they had seen, and congratulated President D. C. Loveday, Vice-President Wyllys S. Abbott and Secretary and General Manager P. L. Simpson upon the occasion. The company, which is incorporated—capital stock, \$100,000—manufactures all kinds of brick machinery, pulverizers, conveyors, elevators, grate bars, shafting, pulleys, hangers, screens of all kinds, etc., and the Simpson compound hammer pulverizer. The offices in Chicago are at 95 Dearborn street.

Among the more prominent guests present were: Mr. Robert Aitchison, Mr. and Mrs. George J. M. Ashley, Mr. and Mrs. August Hussey, Mr. and Mrs. and Miss Hussey, Mr. Guy T. Knight, E. Hamilton Hunt, Mr. and Mrs. J. H. Van Vliissingen, Mr. H. McCormick, Rev. R. A. Parsons, J. Campbell Morrison, John B. Lucas, editor THE BLACK DIAMOND, and others.

A letter from Linton, Ind., says: "The coal companies in this district are rushed with orders, and the output is only limited by lack of transportation. The Illinois Central, the Indianapolis & Vincennes and the Southern Indiana railways seem to be short of coal cars. The bulk of the coal from this city is shipped via the Indianapolis & Vincennes line. Mine owners predict that the coming winter will be the best ever known in the history of the coal industry in Indiana."

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Irvine J. Hyde has opened a coal yard at Sharon, Pa.

E. J. Howe will embark in the retail coal business at Lima, Ohio.

Samuel Edwards will supply the water department of Troy, N. Y., with coal at \$4.50 per ton.

The Retail Coal Dealers' Association, of Newport News, Va., has reduced the price of anthracite coal to \$6 per ton. Two weeks ago the price was advanced to \$7.

Anderson & Shaffer, Hamilton, Ohio, were awarded the county contract, and will supply Pennsylvania screened lump coal at \$3.14 per ton. The other bidders were A. Benninghofen, \$3.24; Steffe & Wirtz, \$3.34; A. Duersch, \$3.25; P. Schwenn & Co., \$3.24.

Plans for a coal elevator and shed, 250 by 35 feet in dimensions, to be erected in Congress street, by Curran & Burton, of Boston, Mass., have been prepared by A. R. Hooper. The cost is estimated at \$35,000. An engine house and office building also will be erected, at an additional cost of \$2,000, at the same location.

It is the province of the middleman not only to make sales, but also to help keep operators advised of the conditions and prospects of the trade served by him, to study the relation of supply and demand, and to forward any other information of possible value to consignors. Those who are alert and alive to the wants of their clientele, anticipating and preparing for demand, whether smaller or greater, and who by their promptness enable those from whom they buy to satisfactorily realize from their operations—such a class is of importance in the machinery of distribution of any aggressive industry.

In the coal trade, jobbers are the immediate agents of certain producers for a varying portion of their output, and for a small margin break originally large shipments for the convenience of retailers who look to them for supplies. The jobber has thus a double duty to perform. He has not only the interests of the producer to serve, but those of the dependent retailer as well. It is his object to realize a profitable series of prices for the operators while he is equally bound to guard those who buy of him from purchasing in advance of the current market. With the jobber as an efficient intermediary, the producer at the mine and the retailer is at his office, but the relations between them, though indirect, are vital.

Jobbers who successfully serve the operators they represent must not only be men of integrity, but they must possess also commercial and executive abilities of a high order. Three things they must do (1) provide the means which justify making consignments to them; (2) dispose at profitable prices the coal placed in their hand; (3) see to it that payment for same is promptly and fully made. It is not the large volume of shipments which tells here, nor yet the multitude of book accounts. A well-organized jobbing enterprise should possess side by side with ample capital, able management in sales and credit departments. Some producers have profited greatly by the financial foresight of the middlemen with whom they have had dealings, while others have correspondingly suffered. In the long run they grow most influential and important who deal fairly and honestly with both consignors and dealers, occupying an unbiased relation between them and serving most advantageously the best interests of both.

A correspondent, writing from Memphis, Tenn., says: "Memphis is not having any of the troubles that are characterizing the mining of coal in the anthracite regions nor is there anything of the excitement here that is known to prevail in the markets where the anthracite coal is used almost exclusively. But there is some little excitement over the fact that the usual supply of Pittsburg coal is rather slow in coming down the river this season.

"There are some 25,000,000 bushels of this coal loaded on barges in Pennsylvania that is ready for immediate shipment, but this shipment is being delayed from day to day by the fact that the rivers on which it is floated down are not high enough for the large barges to make their way here.

"What effect this will likely have on the price of Pittsburg and other coal that comes to this market by water is somewhat problematic, depending, as it does, on the time at which the rivers have enough water to admit of the coming of the barges. The rivers have been known to have a rise every month in the year, while at the same time they have been also known to defer their usual fall rise until after the Christmas holidays and well into the month of January. What peculiar freak the river will spring on the trade this year is just the unknown quantity that enters into the problem and keeps the trade from any very intelligent solution of the situation.

"The only known quantity in the situation is the fact that there is a very light supply of Pittsburg and other river coal on sale, though there is enough here at present to keep the dealers in this city from being very much excited about the outlook, and so long as this state of affairs lasts there is not apt to be any abnormal developments in the price position of this commodity.

"Prices of coal are steadily advancing now, though this is the result of the fact that the demand for this product is a great deal heavier, as is always the case at this time of the year, and it is in no manner attributable to the scarcity of the offerings either in the hands of the river or railroad coal dealers."

THE SLOVAK OF THE ANTHRACITE MINING REGION.

A correspondent at Shenandoah writes interestingly of some of the foreigners in the anthracite mining regions, and says, in part:

"Much has been said about the so-called Hungarian miners of the anthracite regions who are known indifferently in the neighborhood as 'Huns' or 'Hunks.' As a matter of fact all three names are misleading. There are no representatives of this Magyar race to speak of in the coal district. Those that bear the name have no more right to it than the Basques have to Spanish titles.

The American Hun is a Slav, not a member of the yellow race that followed Attila across Europe and found the valley of the Danube such a pleasant spot to dwell in. In some parts of Pennsylvania he is called a Slav, but that name is too general, for it would include also the Pole, the Bohemian, the Russian and the Balkan. His specific name is Slovak. He comes from the northern hilly counties of Hungary, whither he was driven when the followers of Arpad returned to Europe in the ninth century. In appearance and characteristics he is very like his cousin, the Pole, who is a 'Polander' or 'Polack' when he comes to this country. Their religions are different, however, for the Russian Pole has proselyted to the Greek church, while the Slovak remains a Roman Catholic.

The Pole and the Slovak miner give life in the anthracite valleys the touch of a certain foreign color that is wanting even in New York. They are a sturdy-built race, with powerful shoulders and chest and, among those engaged in trade, a pronounced tendency to corpulence. In stature they are only a size taller than the Italians. Their complexion is generally fair, with stiff flaxen hair and blue-gray, intent, but rather absent-looking, eyes. They are broad-faced and broad-headed, and many of them are featured rather crudely. Their children are among the most serious-eyed and undemonstrative youngsters I have even seen.

Shenandoah, the danger point of this strike, is headquarters of these two peoples. It is said that 14,000 of its 19,000 inhabitants do not speak English. The foreign element live in the outskirts and in narrow lane-like streets in the city limits, over which here and there tower the double cross and gourd-like dome of the Greek Church. Men and women in these rude homes are barefoot, but the merchants will tell you that they do not go without comforts because they are poor. Some of them are becoming wealthy, and one Pole "with a terrible name," as Southey has put it, is postmaster at Nanticoke. It was curious to see these Slavic miners of turbulent antecedents standing around with absolutely impassive faces watching the sentinels on guard about the encampment of militia at Shenandoah. You wondered intently what they were minded to do with them.

CRUSHED COKE IN DEMAND.

"The great strike of the anthracite coal miners in Eastern Pennsylvania has had an unexpected effect in the coke market of Pittsburg," says the Courier, of Connellsville, "the increased demand for crushed coke, which results from the substitution of the latter for hard coal, causing an increase in price. During the past few weeks crushed coke has been sold at from \$2.10 to \$2.25 a ton, according to grade, but the demand has so stiffened that the leading producers have this week increased their prices to \$2.25 and \$2.50 a ton.

"Crushed coke is being used in large quantities in a domestic way, in furnaces, etc. If the strike continues until cold weather, it is extremely probable that the business will receive a very distinct boom, especially as the suspension in the anthracite regions so far has caused a scarcity of hard coal, which is expected to keep prices up all winter. If this is the case the Connellsville product, which is all that is sold in Pittsburg, will be in demand for domestic consumption during all of the winter.

"The outlook is regarded with satisfaction by the coke dealers. The fuel can be used in heating furnaces constructed for the burning of anthracite coal, but for one reason and another it has been found difficult to get consumers generally in the way of using coke in the place of hard coal, even when it was pointed out that it would be an economy to do so. It is now thought that if consumers are compelled to use crushed foundry coke during a portion of this winter, at least, the difficulty experienced in introducing it will be overcome and that it will be largely used in the future, where hard coal obtains at present. The strike has caused a scare among prospective house furnace owners. Several hardware men said recently that the demand this year is for house furnaces which will burn soft coal and coke. At this time last year when cold weather was impending and the furnace business brisk, the demand was almost exclusively for hard coal burners. With a strike on house owners are taking the safe side."

BRIQUET FACTORY AT STOCKTON, CAL.

Last week ground was broken and work commenced on a large briquet factory by the San Francisco and San Joaquin Coal Co. The plant is to be located on the water front, so that the coal dust to be used in the manufacture of the bricks and the output can be handled at a minimum cost.

The main building will be 50x130 feet and 40 feet high, to admit of the dust being transferred from cars to the plant by means of elevators. An annex 30x30 feet will adjoin the main structure. A cement foundation about six feet in depth is being constructed to support the heavy machinery, which has just arrived from the East. The plant will have a capacity of 500 tons daily when entirely finished and will employ quite a number of men.

The briquets will be made of coal dust and screenings from the Tesla mines and crude petroleum, and they are said to make a very hot fire. The company hopes to have the factory in operation not later than the first of the year. George Bradford, a mechanical engineer of San Francisco, is superintending the work and will have charge of the plant when it is ready for operation.

WESTERN COAL AND COKE NOTES.

The coal mines on Train Creek, near Great Falls, Mont., are to be re-opened.

The Linton, Ind., district will have an output of about a million tons of coal this year.

New Washington corporations are the Briar Hill Coal Mining Co., capital \$50,000, Tacoma; the Seattle Fuel Co., \$10,000, Seattle.

A new Iowa corporation is the Keystone Coal & Mining Co., Des Moines. The new company takes one of the old Keystone mines.

Bay City, Mich., is fortunately situated in the midst of an immense coal field. The supply of the mineral appears to be practically unlimited.

A correspondent at Freelandville, Ind., reports that another large coal shaft has been sunk at Bicknell, in which Indianapolis men are interested.

The Sunnyside coal mine at Evansville, the largest one in Southern Indiana, was on fire last week and in danger of being destroyed. The property is valued at \$200,000.

The Kolb Coal Co., which is sinking a shaft at New Athens, Ill., has struck coal at a depth of 80 feet. The vein is said to be six feet thick and the coal of first class quality.

The new officers of the Mowedgut Coal Co., Shelbyville, Ill., are: President and treasurer, George A. Kurtz; vice-president, N. B. Storer; secretary, V. Snyder, Jr.; superintendent, John Cairns.

Prospectors recently returned from the new coal fields in the Upper Gallatin basin report that there are three leads of coal aggregating 20 feet of that mineral and that it can be traced for miles.

The great Peavey elevator system, embracing nearly 500 elevators in the states of Minnesota, North and South Dakota, Iowa, Nebraska and Kansas, is investigating the lignite coal of North Dakota with a view of supplying it to consumers in the territory indicated. The country elevators of the Peavey system all handle coal, both hard and soft, and if the North Dakota coal comes up to specifications it will get an introduction through these elevator sales that will give wonderful results.

The general press of Portland, Oregon, is strongly urging the formation of coal prospecting companies so that the work may be done systematically, as upon its being found in large paying veins depends the future prosperity of the big city on the Columbia river.

A six-foot vein of anthracite coal is alleged to have been developed 35 miles northwest of Pioche, Nev., at a depth of 25 feet below the surface. If the discovery is verified it will prove of more importance to the Lincoln County mining industry than a gold mine. James Tullock and I. N. Garison are the fortunate prospectors.

John W. Graham, State Inspector of Mines for the Third District of Illinois, has just completed his compilation of statistics of coal production in the district for the year ended July 1, 1900. The third district includes ten counties—Fulton, Peoria, McDonough, Schuyler, Hancock, Adams, Tazewell, Mason, Menard and Cass. The district's production of coal in the year was 1,997,173 tons.

The presence of a large area of coal land in Arizona is a discovery of great importance when taken in connection with the iron mines. These coal fields are in the western part of the Stanley Butte mining district, not over five miles from the mountain. If the railroad does enter this district it will mean a great deal to those who have grown old and gray holding down coal, copper and gold claims.

P. Daly now has his new coal mine at Lehigh, Iowa, in successful operation. The engine and other heavy machinery have been set and the minor equipments are rapidly being placed. Mr. Daly has three feet of coal at the shaft, and a little farther north where it was drilled, there is three feet and six inches of coal. Farther north of this the coal dips where the greatest quantity lies. Mr. Daly is already filling orders and the coal is of a good quality.

An immense briquet factory is to be built at Stockton, Cal., by the San Francisco & San Joaquin Coal Co. on the water front. It will have a capacity of 500 tons every twenty-four hours when completed. The machinery, which is very heavy, has arrived from the East and the plant is expected to be in operation by January 1. A large force of men will be employed. The briquets will be made from coal dust, screenings, petroleum and cream of lime.

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EASTERN COAL AND COKE NOTES.

The Pittsburg and Baltimore Coal Co. is making good progress at its mine, near Irwin, Pa.

It is claimed that the Ohio Central Railroad is the only line that has strictly maintained the tariff on coal from Ohio and West Virginia coal fields.

The Rattle Snake coal mines, Brockwayville, Pa., have started up full blast and it is understood will be under the management of the Northwest Mining and Exchange Co.

The mines at Irwin, Pa., are now producing about 10,000 tons of coal daily. Of this the Penn Gas Coal Co. produces 3,000 tons and the Westmoreland Co. the remainder.

A. B. Budd, who is opening an independent coal mine at Webster, Pa., on the Monongahela river, is now running coal. The construction of the river tippie has delayed coal shipments.

W. J. Wolfe, of New York, has purchased the Dater coal plant in Granville, N. Y. The business will be carried on under the management of James M. Northup, Jr. Possession has been given.

James S. Moore has leased the coal mines of Nolder & White, at Marion, near Kittanning, Pa., and will put them in active operations as soon as the work of repairing the tippie is completed.

Isaac Thompson, one of the first owners of valuable coal lands now owned by the Pennsylvania Coal Co., died recently, aged 104 years. He lived at Pittston, Pa., until two years ago, when he removed West.

Solon Andruss, the expert diver, who is making the search for coal at Small Point, near Portland, Me., has dynamited some of the ledges and pieces have been tagged and will be carefully examined by geologists.

Our Buffalo correspondent says: "The coal strike is daily affecting the coal shipments from Buffalo. When the strike started the coal trade at that point began to fall off, and on Thursday, October 4, the total shipments fell short of 2,000 tons.

John C. Hirsh, of Reynoldsville, Pa., has opened a coal mine at Cowansville, near Kittanning, in Armstrong County. The opening is on the Allegheny river and on the line of the B. R. & P. railway. When the mine is under full operation it will turn out 1,000 tons of coal per day.

The Pittsburg & Tidewater Coal Co., is a new coal concern, in which the trustees of Pittsburg are said to be interested. According to report, coal that will be mined in Fayette, Green and other counties, is to be loaded in the Ohio river at Wheeling and shipped in coal boats and barges to southern points.

A new coal enterprise has been started at Carbondale, Pa., under the name of the Falls Coal Co., J. T. Pethick, president; L. L. Loveland, secretary, and G. Giles treasurer and manager. They have leased the Williams workings, near the Murrin colliery on the westerly hill and will help to supply principally the trade of the rural districts.

The slope of J. V. H. Cook & Sons, near Meadow Lands, Washington, Pa., has reached the coal and the new mine is being prepared for operation as rapidly as possible. On account of the scarcity of material the work is not progressing very rapidly, and no coal can be marketed for some time. The great demand for material elsewhere has retarded the work of the new mine.

The M. A. Hanna Coal Co. has, it is reported, optioned all the coal lands in the vicinity of St. Clairsville, O. This is the well known eight-foot vein.

After an idleness of over a year the Mitchell mines, at Nantyglo, Pa., resumed operations last week. The strike was caused by the refusal of the Mitchell people to allow the wages of the check weighmen to be paid through the office of the company, the officials insisting that such arrangements should be made independent of the company's pay roll. The matter is still in abeyance and will come up at the next conference of operators and miners.

The Connellsville Courier says: "The Continental Coke Co. have fired up 50 ovens at their Nos. 2 and 3 plants just west of Uniontown and have 350 more ovens ready to put into blast as soon as they can be dried and heated. The Continental is the coke producing end of the National Steel Co. and controls 110 acres of coal. This coal is the last of the Connellsville coking coal in this section, and the Continental company paid \$1,100 an acre for it.

The farmers in eight townships in Washington County, Pa., two years ago sold the mineral options on their land at from \$16 to \$20 per acre. These options were bought in good faith and they now propose to make a fight to save their coal from being sold at the price at which the options were taken, on the ground that the options are invalid. The coal land in dispute is held by John Kerr, a real estate agent of Greensburg, and is probably the largest ever held by one person in Washington county. It embraces about 50,000 acres. The farmers last week received notice from Kerr that the property sold by their agreement had been sold by him in turn to Edward M. Steckman, of the Pittsburg & Baltimore Coal Co., Pittsburg, and they were instructed to furnish Steckman with abstracts of their titles.



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SOUTHERN COAL AND COKE NOTES.

Demand is so great for coal at shipping ports in Maryland and Virginia that an actual shortage is reported, due to a short supply of cars.

On land owned by Tammie & Sapp, about seven miles from Junction City, Ky., a good quality of cannel coal was discovered by saw mill men while digging a well.

The mines at Oretton, Va., which have been closed for several weeks, have been re-opened, and a good sized force of men is being worked. It is supposed that a full force will be put on shortly.

A receiver has been appointed for the Mexican Gulf Coal and Transportation Co. at South McAlester, I. T.. As the property is a valuable one—mines, machinery, etc., it is expected it will soon redeem itself.

The Viola Coal Co., Moundsville, W. Va., has been incorporated with capital stock \$500,000. The only West Virginian of the incorporators is C. A. Weaver, of Moundsville. The remainder are of New York state.

A renewal of the scale contract existing between the West Virginia organization of miners and the operators went into effect October 1 in accordance with an agreement reached by the scale committees of each. The new contract is for six months from October 1 to April 1.

It is reported that the Chesapeake & Ohio railway has recently secured the entire stock of the Coastwise Steamship Co. and now controls it outright, which will give it vessels for the New England coal trade.

Lyman S. Widney, of Knoxville, Tenn., and R. W. Wilmot, of New Orleans, La., have purchased 4,700 acres of coal land near the Campbell mines, Crossville, Tenn., and will commence operations. A three-mile spur from Campbell's will be built by the Tennessee Central railroad.

The Baltimore & Ohio Railroad is aiming soon to become an extensive exporter of soft coal. The coal will be taken from the fields of the company in West Virginia, the extent of which amounts to several million acres. Many mines in the region will be opened and operated in the next few years.

A dispatch from Owensboro, Ky., says: The striking miners have won their strike for recognition of the union though this carries with it a reduction in wages. T. C. Blair, former owner of the coal mines, never recognized the union, but paid wages averaging five cents more than the union schedule. This is probably the first strike ever made for lower wages.

One of the peculiar characteristics of Pittsburg coal which makes it so desirable for long distance shipments is its hardness. This applies more directly to the coal mines in the Monongahela region and in the Panhandle region. Here the coal has all the good qualities of the best bitumen, and is so hard that it does not disintegrate in the handling process. In the Connelville region and in Westmoreland, and throughout the adjoining counties where coal exists, it is of the soft variety, and if handled frequently becomes little better than slack. In lake shipments the hardblock coal of this territory has the preference. This is because at the end of the trip it is found to have suffered little, and is but slightly affected by exposure to the atmosphere.

Of the 1,000,000,000 tons of freight handled by the American railroads last year more than one-fourth, or 250,000,000 tons, was coal. Of this 200,000,000 tons was bituminous and 50,000,000 tons anthracite, which was transported to all points in the United States and constituted the largest item of cargo hauled by nearly every railroad in this country.

Coal shovelers on the water front at San Francisco, Cal., are paid 55 cents an hour; overtime \$1 per hour.

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No. 16.

MARKET REVIEW.

According to the bureau of coal statistics, the receipts of an- thracite at Chicago, by lake and rail from October 1 to October 10, show a very material falling off, as compared with those of last year for the same time and due to the strike. Shipments also have materially decreased.

Bituminous coal receipts at Chicago for the same period and comparison as above, show a small decrease from Pennsylvania, but a large increase from Ohio, West Virginia, Illinois and Ind- iana; shipments have also increased.

Coke receipts at, and shipments from Chicago, for the first ten days of October, show a decrease.

Four weeks ago the anthracite coal miners went on strike and today an arrangement has been affected which practically ends the matter. It is understood that at a conference in Philadel- phia, on Wednesday, October 17, action was taken by which the terms proposed by the miners at Scranton last Saturday, are ac- cepted, and so ends the great strike. The terms are a 10 per cent increase in wages, the abolition of the sliding scale in the Schuylkill and Lehigh districts; the settlement of any and all grievances ether by agreement or arbitration, and these terms to continue in force until and after April 1. As probably under- stood by our readers, this offer is not made to the organization, known as the United Mine Workers of America, but to the an- thracite miners, and there is no reason for any further delay in the men getting to work and operating the mines. It is estimated that since the strike commenced, upwards of 5,000 miners have left the anthracite regions and gone either to Europe or to the bituminous coal districts, so that when work does commence some of the mines will be more or less short-handed.

Anthracite coal throughout the Western states is quiet, and

will probably continue so during the continuance of the "Indian" summer weather, now so prevalent. Should the mines resume operations on Monday, October 22, it may be a month or more before any shipments are made to the West, though this will, to a great extent depend upon how short the Eastern market is of coal. Anyway it is quite certain that it will be several weeks be- fore anthracite will be received at any of the large Western dis- tributing points, either by lake or rail. The current circular of \$6.00 at wholesale and \$7.00 retail for the domestic sizes, will not be reduced this year, as there must of necessity continue to be a shortage of coal, irrespective of the advance made to the miners, which, of course, will be added to the cost at the mines, while if there is an advance in the rail freight rate to Western points, there will be a corresponding increase in the price of coal to the dealer and consumer.

Bituminous coal in the central Western states is temporarily in greater supply than demand, and nearly all large distributing points are troubled with a plethora. And this is liable to con- tinue during the prevalence of the present mild weather; hence, as may be imagined, prices are more or less weak on all soft coal, excepting that originating in the East. Heavy consumers, like railroads, are not taking as much coal as usual, and this is at- tributed somewhat to the political situation. Then manufactur- ing interests are either buying very lightly or have shut off ship- ments entirely, and as these constitute the bulk of the consumers of steam coal, it will be several weeks before there is any distinct revival. Hence, it is not at all wonderful that screenings and other fine coals are in such burdensome supply. Many operators in Indiana and Illinois, report a shortage of miners, which mate- rially lessens the output, and yet, despite this, some of them are unable to make more than one-half to three-quarter time. There is no free coal of the "smokeless" variety and on several grades there is a positive scarcity. This is due to the abnormal demand in the East on account of the anthracite strike.

Coke produced from the best coal in West Virginia, is in short supply, owing to the heavy sales of "run of mine" at high prices, hence operators cannot afford to make coke at the com- paratively low prices which exist in other districts.

Our New York representative reports the anthracite market quiet; the mild weather having caused a light demand which has enabled the companies to husband their stocks, not knowing what calls might be made before a settlement is reached at the mines. However, the fact that an early adjustment of the trouble was expected, has made the trade very conservative in the mat- ter of placing orders. Current prices are from \$4.75 to \$5.00 for the domestic sizes, and it is said there are only two of the inter- ests who have coal to sell. Bituminous coal has been substituted for anthracite where available cars could be had. So far as can be ascertained there has been no actual suffering on account of the strike and non-delivery of coal. The prevailing price locally for anthracite at retail, is \$7.00 a ton delivered. Soft coal on the Atlantic seaboard continues in good demand and generally there is a fair supply. The car service and supply and trans- portation are the chief causes of complaint, and no present remedy appears available. A large amount of soft coal is going eastwards, and all the shoal water ports in that territory are urging forward their deliveries as quickly as possible. This, to some extent, is causing trouble with regular shipments. Along the Sound demand is greater than the supply. In New York harbor trade is somewhat quieter, though a good tonnage of coal is going forward on contract. The substitution of bituminous for anthracite coal has been large, but it is not believed it will be permanent as consumers are willing to pay a fair price for the hard variety when the quantity, etc., is available. New demand for export coal is light, but large cargoes are being forwarded across the Atlantic. Transportation from mines to tide is irreg- ular, and it takes over a week to run from mines to tidewater.

Buffalo advices are that there is little change in the anthra- cite situation. There is still some stock but it is so small as to be hardly worthy of mention. The total shipments of coal from Buffalo by lake were, 5,130 tons, of which Chicago received 3,200 tons; Duluth, 1,300 tons, and 630 tons of soft coal to Port Col- borne; the entire shipments for the first half of the month being only 18,730 tons. There is quite a scarcity of soft coal. Con- nellsville coke is now quoted at \$4.15, and scarce.

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Pink Ash.....	6.75
Red ash.....	7.00

The anthracite coal trade continues quiet; indeed, there has been but little business transacted during the week, as with the prevailing mild weather the demand has been very small, and the selling interests are husbanding what stocks they have as much as possible, not knowing what demands may be made on them before the strike is settled. Prices have not shown much variation since our last report. Occasionally one hears of a sale at a fancy price where conditions demand the use of hard coal for immediate shipment, but in the majority of cases buyers are very conservative and prefer to hold off until the last minute unless the price is within reason, as they do not care to take chances in having a lot of high-priced coal on hand with the prospects of an early settlement of the strike. There are practically only two companies at present that have any coal left to offer, and they are getting from \$4.75 to \$5.00 a ton for the various domestic sizes. The other interests are doing little or nothing, except where they are able to buy a cargo to help out some of their customers who are in distress. Considerable soft coal is being substituted for anthracite wherever cars can be secured to supply same. A number of the anthracite roads have offered their cars for this purpose, but it is known in several instances where consumers have offered to put in these cars the soft coal roads have refused to haul them on the ground that it might cause trouble in the soft coal regions. Up to the moment we hear of no actual want on account of the strike, as dealers have all had pretty fair stocks of coal on hand, and with the present small consumption will be able to hold out for some time yet. Consumers are asking for little coal these days, and so long as they are not in need of fuel for heating purposes, will rather swell their gas bills than pay \$7.00 a ton, the present prevailing price. There is nothing new in the strike situation, and while the more optimistic in the trade believe that an early settlement is likely, others think that owing to the stand the miners have taken at the convention they are not much nearer a solution than they were on the start, as it is impossible for the majority of the operators to pay more than the net advance of 10 per cent. offered them. The recommendations adopted at the Scranton convention were to accept the 10 per cent. provided the operators will continue its payment until April 1, 1901, and will abolish the sliding scale in the Lehigh and Schuylkill regions. They, however, omit to mention the powder question, except that all questions at issue be submitted to a board of arbitration, which would no doubt include this. This cannot be very satisfactory to the operators, as the question is very one-sided, and even when concluded will only be binding on them, as the actions of the union in the present trouble, as in the past, have shown that they cannot be depended upon to keep faith.

In the Atlantic seaboard soft coal trade there is a good demand, and with all except some special coals there is a fair supply. The one cause of complaint in the trade outside of some concerns who are favored by the railroad companies is the car supply and transportation, and the worst of it is, and it is fully believed by everybody, that if the railroads were so disposed they could give better car supply and service. The general opinion is that the railroads, except to certain producers, have named the number of cars at which each producer is to get cars up to and they are not to get any more. If this could be proven, and anybody was so disposed, it is thought the interstate commerce laws could be made very effective. Seventy-five per cent of the capacity of cars required seems to be the figure allowed in most cases, and from that it runs down to 50 per cent. Trade in the far East is taking in considerable coal, but does not appear to be pushed for it, unless for the better grades. All the shoal water ports in that territory are pushing for their winter's supply, and providing for these demands is hampering regular shipments. Along the sound there is a fairly good demand for all coals and the supply is somewhat short. In this territory shoal water points are also calling for a great deal of coal proportionately. New York harbor trade is inclined to be a little quiet, if anything, though considerable coal is coming forward all the time. All rail trade is active, but is able to get all the coal it wants except for the high grades, the producers of which are cutting down their shipments to what the other consuming territories are getting. There is quite a lot of soft coal going in in places heretofore supplied by anthracite. The consumers have to keep their plants running, and of a necessity are using this character of fuel, and whereas it is thought some small proportion may keep on using soft coal, it is believed the major portion will go back to anthracite when they are able to get it in sufficient quantity and at proper prices. There is not much inquiry on foreign trade, but cargo after cargo is being shipped abroad, and we have not heard of any unfavorable criticisms up to this time, though the handling of each coal needs some small difference, and it would not be surprising if there was not some complaint arising, if from nothing else than lack of knowledge of proper handling.

Car supply is from 50 to 75 per cent. of the wants. Transportation is uneven, and taking over a week to run through to most of the shipping ports. In the coastwise vessel market, large vessels are in good supply and smaller craft scarce. We quote as follows: From Philadelphia and Boston, Salem, Portland and Quincy Point, 75 cents; Providence, New Bedford and

the Sound, 60-65 cents; Wareham and Bath, 80 cents; Lynn, 85-90 cents; Newburyport, 95 cents; Portsmouth, 80 cents; Dover, \$1.15 and towage; Saco, \$1.05 and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00. The further lower ports are 10 cents above these rates.

BUFFALO, N. Y.

OCTOBER 18, 1900.

There is no change in the local situation regarding hard coal; nothing is really possible now but to wait till there is coal to handle again, which, it is feared, will not be for quite a good while after the strike is over, which now shows some promise of ending within a week, though the predictions of failure to patch up things early this week came true enough.

There is, of course, next to nothing doing in the lake trade, and what is done appears to be on nothing. There is a little in stock here yet, but it is not worth mentioning. The shipment of soft coal is as slack as of hard. For the week there have gone two cargoes to Chicago, aggregating 3,200 tons, one of 1,300 tons to Duluth, and one (soft) of 630 tons to Port Colborne, a total of 5,130 tons. The entire shipment for the first half of the month is only 18,730 tons, according to the custom house books.

Coxe Bros. are trying to load the steamer Armour for Chicago, but find it slow work, as so very little comes in. Still the office is ambitious to do what it can and will take another boat soon. This looks like slow business, but it is a wonder how anything is done, as some of the leading agencies report less than 1,000 tons on hand.

There seems to be small belief among the coal men that the strike is to be settled now. One of them states that he offered to make a large bet that the strikers would not go back to business till November. There were four other coal men in the company, but nobody took the bet.

As a rule, the local hard coal trade is in better shape in Buffalo than elsewhere. It is reported that the price to consumers is \$7 in Philadelphia but it has not gone over \$6 here, and it is not expected to change until the strike is over, when it will probably remain some higher than it was before the strike was ordered. It is hardly worth while to quote general prices.

There is not quite so great a scarcity of soft coal as has been the case of late, though the growing scarcity makes it hard to assure the shipments. But for that there would be a decidedly easier feeling. Prices are without change, and there is not expected to be any change right away.

Following are the bituminous prices to the trade: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00 all per net ton on board cars; steamboat fuel, \$2.80, delivered on board.

An advance has been ordered on coke on account of the scarcity of it so that Connellsville is now quoted here at \$4.15.

The car-ferry line that delivers coal from the Pittsburg region to Canadian ports of Lake Erie is so far behind with business, largely on account of the steel rails going over the route, that the Pittsburg, Bessemer & Lake Erie road, that reaches the lake at Conneaut, has asked that no coal be offered it for two weeks, so that it can catch up. It is expected that another and better boat will be ordered this winter.

The New York Central is laying down a large lot of soft coal for its own use at East Buffalo, not caring to wait for strikes and other delays in the business. It does not stock any of account on its main line besides here at DeWitt, near Syracuse, and at Albany.

H. A. Noble, of the soft coal firm of Frank Williams & Co., has just returned from a month's trip to Nova Scotia, where he found a surprisingly large opening for Yankee energy. There are mines of gold as well as of coal in working condition, and there is water power enough to turn all machinery, either direct or by electricity. Early development of these resources more generally than ever before is in preparation.

The Pittsburg & Buffalo Co., which already has considerable coal here on sale, has just closed contracts for \$500,000 worth of mining machinery.

CONNELLVILLE, PA.

OCTOBER 16, 1900.

The coke trade did a little better last week in the matter of production, but it more than lost the gain in output, shipments dropping over 600 cars. The slump was chiefly in coke destined to the Pittsburg district. A tendency toward weakness has developed in the pig iron markets, due primarily to the fact that the lowering in freight rates from Southern furnaces has made competition keener from that source. In the steel rail trade the situation is not quite clear as yet. Some of the anthracite coalroads and some stray New England and Southern lines have ordered rails, two mills taking in the aggregate about 40,000 to 50,000 tons. It is expected that the lines, notably the Pennsylvania and the Baltimore & Ohio, who obtain a good deal of traffic from the rail mills, will soon act as leaders in placing orders for rails, many of the smaller roads considering it safe to follow when they take the initiative. Large orders for rails will help pig iron and coke.

Furnace coke is quoted at \$2.25@2.35, and foundry coke at \$2.50@2.75. These figures are for standard Connellsville.

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.60	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91 1/2
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.95
To Chicago, Ill.....	2.50		

Contracts with the naval department have been executed to supply coal to warships in every foreign port likely to be visited by vessels flying "Old Glory." Prices were 30 to 40 per cent higher than those of 1899.

CHICAGO MARKET.

The Philadelphia & Reading Coal & Iron Co. has issued the following notice and posted same at its mines: "It hereby withdraws the notice posted Oct. 3, 1900, and to bring about practical uniformity in the advance of wages in the several coal regions, gives notice that it will suspend the operation of the sliding scale, will pay 10 per cent. advance on September wages till April 1, 1901, and thereafter until further notice, and will take up with its mine employes any grievances which they may have." This should mean the end of the strike, because the Lehigh Valley and other coal companies have practically agreed to the same terms. As this meets all the demands of the striking miners in that region, it is expected that it will end the trouble. In the meantime there is still considerable to accomplish in the way of adjustment of details, and it may yet be some days before there is any resumption of operations at mines, although the miners may start to work on Monday, Oct. 22.

Anthracite continues quiet at wholesale and retail, not only here, but at other large distributing points in the West. This in a large measure is due to the belief which obtains generally that a compromise will be arrived at this week, in which event the miners may return to work at once. In the meantime most of the shippers are chary of their favors to dealers as regards delivery of small egg and chestnut from docks and yards, as it is not believed that there will be any further receipts of water coal here this season, or if there are, they will be insignificant as regards the demand for anthracite, both prevalent has had the effect of reducing the demand for anthracite, both locally and from the outside, and until there is a more decided change in the temperature there will be no active movement, either in carloads or by wagon. Circular is firmly maintained at \$6 for all sizes at wholesale and \$7 at retail.

Bituminous coal shows a lull in both inquiry and demand, which is attributable as much to the season as to the uncertainty in regard to the political situation. These have contributed in no small measure to the quietness so generally observable, and it is admitted that no real quickening will be noticed until early in November, and then contingent upon the outcome of the election. Fine steam coal is in poor demand and current consumption comparatively small on account of the lack of activity among the large manufacturing plants. Of Eastern coal there is no large supply, and of some varieties there is a positive shortage—there being no free coal at all. Many Western operators are complaining of a shortage of miners, and as the eight-hour day is rigorously enforced, there is a probability that in the very near future it will have an important bearing on the supply. In the meantime the circular is again withdrawn because prices are so irregular.

Coke is not only in meager demand, but prices are by no means as firm as they were; all of which is attributable to the uncertainty in the political situation.

SAN FRANCISCO, CAL.

OCTOBER 12, 1900.

During the week there have been three arrivals of coal from British Columbia with 8,517 tons, four from Washington, 7,392 tons; one from Oregon, 400 tons; one from Australia, 3,645 tons; total, 19,954 tons. We are considerably in arrears for the amount needed this week. The shortage may cause a little anxiety. There is no alarm as to our sources of supply from the coast collieries, and their ability to furnish us more than we can possibly utilize, but it is the scarcity of transportation which is to be feared. Furthermore, so long as our own and foreign governments continue to charter all the disengaged steamers afloat, at very profitable rates, just so long will we be unable to get our northern fuel to market at reasonable figures. Another obstacle will shortly develop itself, viz., January 1, all Australian coals will be advanced about 3 shillings per ton; this will force Honolulu to purchase largely from British Columbia and Washington, whereas at present they draw almost their entire requirements from Newcastle and Sydney. The oil industry is doing well, as news is being received almost daily at the local offices of new finds throughout the interior. Immediate sale is readily made of all produced at remunerative figures, and if the producers were not so largely scattered, higher prices could be obtained, if there was more unison of management. This will assuredly emanate later on, as fuel oil is now receiving marked attention from all sources.

SEATTLE, WASH.

OCTOBER 15, 1900.

The shortage of coal continues to be the most prominent feature, and not a little anxiety is expressed by the trade as to whether they will be able to cope with the situation.

According to Australian advices all coal mined there will be advanced 75 cents per ton, which will cause a greater demand for coast coal. This will, of course, necessitate the opening of other mines, extension of railroads, etc. Locally, there is great demand for coal, but operators are unable to supply same by over one-half. Local dealers cannot even take orders with any degree of certainty of filling them promptly, or, in some cases, even in part. The various mines are running ten hours daily and putting on all the miners they can get. Cargo shipments for the week ending October 11, 1900, were: Ship Empire, 1,800 tons, San Francisco; A. J. Fuller, 2,600 tons, Honolulu; Standard, 2,500 tons, Honolulu.

PHILADELPHIA, PA.

OCTOBER 16, 1900.

With the end of the strike in sight and the prevailing mild weather during the week has made trading in the anthracite market weak and dilatory. The small demands made on dealers from the householders has permitted these gentlemen to work along on what stocks they have on hand, and, where supplies were necessary at the higher figures, are gradually working them off while the strike prices are still in force. The companies have little coal left to sell and are holding on to it for special customers and emergencies, though it is thought with the present climatic conditions the supplies are adequate to meet all needs for some time yet. No doubt, with the positive knowledge of the termination of the strike, efforts will be made to clean up what old stocks are still left, which it is thought will lower values even before new supplies arrive and buyers generally are aware of this fact and will await their opportunity. Retail prices continue to hold at about \$6.50 to \$7.00 a ton, though dealers report that their sales are small. The important feature during the week in regard to the strike has been the conference of the miners, held at Scranton, and, while the resolutions adopted at this meeting to accept the 10 per cent advance offered by the operators, they demand a lot of conditions and further concessions that seem unfair and entirely too arbitrary to warrant any consideration. For the sake of peace and harmony, however, it is thought that the operators may grant the demands made, so far as lies in their power, and a significant sign that this may be done is evidenced in the number of meetings held between the operators and railroads in the past few days. One of the principal reasons for opposition to the terms demanded is the fact that they want the operator to bind himself for one year, while the miner leaves himself open, as in the past, to break his agreement at any time.

In the soft coal trade there is a good demand, though the supply is, if anything, a little better than it was, especially on the poorer grades. The chief demand at the moment comes from the shoal water ports, who are sending in a great many more orders than can be shipped them, and it is feared, unless a better supply of cars is forthcoming shortly, many consumers in this territory will go into the winter short of their usual supply of coal. Shipments to these ports being delayed longer than usual on account of the scarcity of coal is affecting the regular trade and making the market more stringent than it otherwise would be. Vessel tonnage of light draft is also very scarce, making it impossible to forward a large tonnage at this time. The chief trouble continues to be the shortage of car supply, which for weeks has been little over 50 per cent, and the railroads do not seem to make any effort to improve this condition. Indeed, there is a belief that the transportation companies do not want the producer to have more than 75 per cent of their requirements, and when it gets up to or above this mark it is noticed that it is immediately cut down to 50 per cent. Trade along the line is very active, and consumers are better supplied in this territory than along the seaboard, except on the higher grades.

Transportation from mines to tide is slow and irregular—car supply 50 to 75 per cent of requirements. In the coastwise vessel market large vessels are plentiful, but smaller craft scarce. We quote as follows to Boston, Salem, Portland and Quincy Point, 75c; Sound points, 60-65c; Wareham, Bath and Portland, 80c; Lynn, 85-90c; Newburyport, 95c; Dover, \$1.15 and towage; Saco, \$1.05 and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00-1.10.

CINCINNATI, O.

OCTOBER 18, 1900.

There is an appreciable improvement in the car situation. Shipping concerns which a week or two ago were howling about the great shortage of cars, now say they are getting a fair supply, but they are very much behind in their orders, and it will take several weeks of the present car supply to enable most of the shippers to catch up with their trade. In the meantime new orders will have been taken, and it looks as if the time and business lost during the past two or three weeks will not be regained at all. No further changes have been made in prices. A number of dealers report that they are now getting the highest price in their experience for coal at the mines. Kanawha lump sells readily for \$1.50 a ton at the mines, and New River lump brings \$1.75 and even a shade higher prices at the mines. The freight rate on the former is 85 cents a ton, and on the latter, 90 cents, to Cincinnati. Mine-run sells for \$2.25 a ton on tracks here, and nut and slack is held at \$1.75. There is not the eagerness for nut and slack that there was a comparatively short time ago. The greater tonnage of lump coal handled here makes a large amount of fine coal under the hoppers and elevators from screenings, and this sells for steam fuel more readily than the regular nut and slack from the mines on account of its greater purity. The demand for steam coal is good, however, as all the factories, breweries and mills are reported working full time to overtime. Retail prices are \$3.25 and \$3.50 a ton for all grades of soft coal except Pocahontas and New River. These sell for \$4.00 and \$4.25 a ton, the different prices being for different length hauls. Anthracite is nominally worth \$7.00 a ton, though there is none in stock here now, and gas coke sells for 9 and 10 cents a bushel, delivered.

COAL IN CHINESE PROVINCES OF HUNAN AND SHANSI.

In the northern Chinese province of Shansi, and in the central southern province of Hunan, are a series of coal areas which for extent and richness are unparalleled on the face of the earth. Von Richtofen, the greatest living authority on the subject, says that in Shansi alone, by the most conservative estimate, 630,000,000 tons of the best anthracite are waiting to be tapped; in the Hunan fields there is certainly as much more bituminous coal; which means that if all other sources were to fail, Shansi and Hunan could meet the world's requirements, at the present rate of consumption, for thousands of years to come. The coal fields to which Great Britain largely owes her position in the commerce of the world cover an area of about 12,000 square miles. The coal area of Pennsylvania is about 20,000 square miles. The total coal areas of Shansi, Honan and Hunan are approximately twice those of the English and Pennsylvania fields combined, and apparently of vastly greater accessibility and richness.

PITTSBURG, Pa.

OCTOBER 16, 1900.

Shipments would be considerably heavier if ears were more plentiful, and the ending of the anthracite strike will not help the situation any. All the mines are running full time but it is impossible to move the coal, and the shortage of cars is greatly handicapping deliveries. No change in prices has been made, despite the vigorous demand for coal, and the present figures will not be advanced for some time. The river men have not been able to send any coal southward, owing to low water, and the stocks at Southern points is about exhausted. A boating stage in the river is expected soon, and a large tonnage will go down on the first rise.

The tipples at the new mines of the Pittsburgh and Buffalo Co., at White Rock, on the Allegheny Valley railroad, and Canonsburg, on the Chartiers branch of the Pittsburgh, Cincinnati & St. Louis railroad, were completed last week and the company will begin shipping coal from both points in a few days. The Midland Coal Co., which opened mines near Canonsburg, is now shipping coal. It is said the daily capacity of these mines will be about 3,000 tons within the next six months. The Carnegie Coal Co., another new independent concern, opened a mine near Carnegie, last week, and is shipping coal. It is expected that the output will reach 600 tons a day within a month or two. The Hickory Coal Co. was formed here, with a capital stock of \$200,000. A tract of 2,500 acres of coal land adjoining the property of the Midland Co. has been purchased. The company expects to have one mine opened by January 1, and that in time it will have a daily capacity of 3,000 tons.

THE UNIVERSAL COAL COMPANY.

The Universal Coal Co., Stewart avenue and Forty-third street, Chicago, has one of the most central positions in the city for the distribution of anthracite and bituminous coal and coke. The company has a frontage of 300 feet on Forty-third street and 500 feet on Stewart avenue, with a capacity for all kinds of coal and coke.

The company handles Hoeking, Riverton, Ill., and Indiana coal gas house coke and 72-hour Connellsville foundry coke; also all grades of smokeless coal.

The elevator in the center of the yard is 85x30x40 feet, high and substantially built. The elevators, conveyors and machinery were installed by the Link Belt Machinery Co., Chicago, and are the very best of their kind.

The anthracite and bituminous coal is screened after elevation from the ears and again screened when loaded into wagons for distribution to consumers.

In the center of the yard is the boiler house, and under the elevator is the engine house for running the elevators. The screens are of perforated metal and admirably adapted for the proper screening of coal.

There are three railroad tracks leading into and bisecting the yard, which have a capacity of 24 ears.

The barn has stall room for nine horses, and when the writer was present none were in the barn.

The company handles all kinds of "smokeless" as well as Indiana and Illinois coal and has all kinds on hand.

While the writer was present two ears of No. 2 nut were unloaded, screened and deposited in pockets in a very short time—about 35 minutes. The machinery worked smoothly, the elevators and conveyors running without a hitch.

The capacity of the yards is about five thousand tons each of anthracite and bituminous coal, including the elevator.

The company has team track facilities and storage yards at Twelfth street.

Mr. R. E. Jess is president of the company, and Mr. G. W. Sandel, general manager, with offices in the Old Colony building.

ANNOUNCEMENTS.

Mr. George F. Getz, Old Colony building, Chicago, who sails for Europe this week, makes the following announcement:

"The state of my health is such as to necessitate my remaining away from business for several months, or until I get well, and, during that time, I have arranged that Mr. J. A. Agee will look after my interests, and he will endeavor to conduct my business according to my ideas and the same as in the past. I hope to continue to enjoy the patronage of my friends, and believe their interests will be properly cared for during my absence."

Mr. J. A. Agee, vice-president and general manager of the Riverton Coal Co., Old Colony building, announces that: This office will assist in looking after Mr. Getz's business during his absence, and will use utmost endeavors to properly serve the best interests of his customers, that he may find his business in a healthy condition upon his return."

During 1899 France produced 32,933,780 net tons of coal, an increase of 577,683 tons in excess of 1898.

An immense field of coal near Cape Sabine, on the Arctic coast of Alaska, was discovered by a party of explorers who have just returned on the steamer Corwin. These coal deposits skirt the coast, and coal is said to be so plentiful that it can be seen in great veins in the face of the cliffs. The grade is what is known as semi-bituminous.

ON THE WING.

Mr. J. H. Cronkhite, Rockefeller, Ill., was a visitor to the Garden City this week.

Mr. H. D. Brown, Sioux City, Iowa, was in the Garden City this week looking up coal shipments.

France is short of coal, and its increased cost has caused an immediate shortage or surcharge of 3,500,000 francs—\$700,000.

Freight rates on foreign shipments to continental ports during the week have declined somewhat and are now about \$4.80 a ton.

Mr. E. J. Smith, president of the West Side Lumber Co., Independence, Iowa, was in Chicago this week calling upon friends in the coal trade.

Mr. W. W. Oliver, president of the Centerville Block Coal Co., Centerville, Iowa, was in Chicago this week visiting among the trade.

The amount of anthracite coal on docks at Milwaukee, Wis., October 15, was 254,884 net tons—grate, 14,034 tons; egg, 46,643 tons; stove, 112,467 tons; and chestnut, 81,740 tons.

According to current report coal is both scarce and high in England and in Europe generally. The price has nearly doubled in eighteen months and today is almost a luxury.

Mr. J. H. Rehner, Germantown, Ohio, was in Chicago this week visiting some of the wholesalers of anthracite. Mr. Rehner, besides being in the coal trade, is also an extensive dealer of tobacco.

Managers A. W. Horton and J. T. Connery, of the Youghiogheny & Lehigh Coal Co., at the head of the lakes and Chicago, were in Pittsburgh this week on business connected with their company.

Mr. W. H. Slaughter, Jr., Louisville, Ky., has returned from a three months' tour of Europe. Mr. Slaughter confirms the reports of the real shortage and high price of coal across the Atlantic.

The attention of our readers is called to the want columns on the last page of this issue, to a piece of coal land in the state of Washington, which is offered for sale or lease. It is close to Seattle, and accessible by a spur to the railroad.

Manager A. W. Horton, of the Youghiogheny & Lehigh Coal Co., at the head of the lakes, was in Chicago this week, looking well and hearty, and in conversation with the writer remarked that he fully expected to receive a few more cargoes of anthracite before the close of navigation.

At a depth of 1,125 feet a three-foot vein of coal was discovered at Atchison, Kan., and as the conditions for mining are favorable, a local company is being organized and a shaft will be sunk in the very near future. Free coal rights were secured on 2,200 acres of land before drilling was commenced.

Mr. John J. Hayes, miners' agent and shipper of anthracite and bituminous and blacksmithing coals and Connellsville and West Virginia coke, Western Union building, Chicago, is sending to his friends and patrons and the trade generally a card with the electoral vote for president in 1892 and 1896 and blank spaces for 1900.

Coal land in the Pittsburgh district is in demand, and Eastern capitalists are seeking blocks of 50,000 to 100,000 acres. However, there is not much first-class coal land to be had at first hands, most of it being held under option by speculators. Much of the inquiry is due to the belief that export demand will greatly increase in the near future.

Another record was made last week in the export shipments of coal. Among the shipments was the partially repaired North German Lloyd steamer Bremen, which carried 6,000 tons, the other the Dutch steamer Zeelburg, carrying 4,379 tons; American schooner Clara E. Randall, 1,426 tons to St. Lucia; American schooner, William H. Shubert, 876 tons, and F. G. Smith, 699 tons, to Cardena. The total shipments amounted to 32,000 tons valued at \$101,000. Of this 16,219 tons went to European ports, and the balance to Havana, Danish West Indies and Canada.

E. L. Craw, a prominent business man of Grand Rapids, Mich., who is greatly interested in the lignite coal fields of North Dakota, is enthusiastic over the prospects for their early development. Mr. Craw purchased his land over twenty years ago. It is stated that the Peavy Elevator concern will be the distributing medium through the Northwest.

The Chesapeake & Ohio Coal & Coke Co. is now loading, at Newport News, three steamers, having a total capacity of 14,000 tons, for Mediterranean ports. This company reports having considerable export orders on hand, and are making regular shipments on same with very satisfactory results, as American coals seem to grow in favor daily on the other side.

Consul Jackson, at La Rochelle, reports that the French State railway will soon advertise for offers to supply 40,000 to 50,000 tons of coal. He says: "The bids will be received early in November. Generally, the period between the official notice and the date when the offers are to be received is so short that American dealers, unless in France, would not have time to submit tenders."

Mr. S. W. Little, secretary-treasurer and general manager of the S. W. Little Coal Co., miners and shippers of the celebrated steam and domestic coal of White River and Patoka valley, Evansville, Ind., informs the writer that the output of their mines is now cleaned with shaker screens on perforated metal plate, thus insuring uniformity of size. This will be appreciated by dealers catering to both steam and domestic trade.

A correspondent at Nome, Alaska, reports that the entire winter supply of coal—8,000 tons—which had been placed in improvised chutes on the beach near the sea shore, had been washed away, leaving that place without fuel of any sort excepting moss, whale and seal oil. The strait is now frozen over, and he says it is impossible to get more fuel there this winter. He believes 10,000 inhabitants are in the greatest danger of freezing to death this winter.

The Chicago & Big Muddy Coal & Coke Co., has just finished sinking and equipping a mine at Marion, in Williamson county, Ill., and expects to start shipping coal in about ten days. The officers of the company are: J. S. Pollard, president; J. T. Whiteford, vice-president; J. M. Millman, secretary and treasurer; S. H. Goodall, superintendent. They are represented in Chicago by Mr. Geo. E. Sutton, general sales agent, who has offices in the Fisher building.

Mr. George Stansbury, Holcomb, Ill., was in Chicago the other day, and made a pleasant call at the office of THE BLACK DIAMOND. In conversation with the writer, Mr. Stansbury, who had quite recently returned from a trip abroad to England and France, remarked that the Exposition at Paris covered so much ground, some of the exhibits being miles apart. He said that, while it is a very fine show, yet, considering everything, it does not compare favorably with the Chicago World's Fair in 1893.

The Baltimore & Ohio railroad, last week, awarded a contract to W. E. Lowley & Co., Pittsburg contractors, to build a branch line from Fairmont to Fairview, W. Va., a distance of eighteen miles. The line will cost the neighborhood of \$500,000, and will require two bridges, one crossing the Monongahela river and another Buffalo creek. The local contracting firm will employ thousands of men in rushing the work. The new road opens up an entirely new coal field.

Mr. Geo. Merryweather, western sales agent for Cox & Bros. & Co., incorporated, the Rookery, Chicago, informs the writer that the following notice was posted at their mines: "After nearly one month's trouble, with intimidation, raiding, etc., and the lack of adequate protection from the authorities, and with a feeling that this company has reached a point where it is unable to properly protect its employees, notice is given that all mining operations will be suspended until further notice, to avoid loss of life."

The heads of the traffic department of the Baltimore & Ohio railroad were at Fairmont, W. Va., last week, to ascertain the condition of the service at that great coal shipping center. They inspected many of the coal plants, transfer yards, etc., in order to consider what further improvements could be made to facilitate the vast tonnage which originates at that point. On Wednesday evening a banquet was given at Skinner's hotel, to the officials of the Baltimore & Ohio—Messrs. C. S. Wight, freight traffic manager; T. W. Hallager, general freight agent; J. A. Murray, coal and coke agent; Fred Fowler, division freight agent, and J. S. Jones, superintendent of car service of the Philadelphia & Reading railroad. Other prominent visitors present were: Governor Atkinson, Colonel Fickinger, C. W. Watson, C. E. Hutchinson, E. Murray, Sam Hite, Leslie Mullen of Chicago, Martin Mullen of Cleveland, Lawyer Daniels of Pittsburg, and others. As Mr. George De Bolt was chairman and toastmaster, further comment is unnecessary.

Mr. William C. Magee, vice-president of the H. C. Frick Coke Co., Pittsburg, Pa., is reported as saying: "Coke will be shipped from the Connellsville region to Austria, Germany and other countries in Europe as soon as the vessels for that purpose are available. Already numerous inquiries regarding purchases of coke," continued Mr. Magee, "have been made of the Frick company by authorized agents of the manufacturers using that class of fuel in the different parts of Europe. The drawback at present is the scarcity of vessels, caused by the war in China, South Africa and the Philippines. As the latter conflict will likely be ended after the elections and the American troops will be largely removed from China, vessels now used for troop transports can be made available for coal and coke transportation."

The Pittsburg & Buffalo Mining & Manufacturing Co., Pittsburg, Pa., last week, placed contracts for upwards of \$500,000 worth of machinery, needed to develop its coal and clay properties. It is also reported that actual contracts have been made with the Erie City Iron Works, Erie, Pa.; Jeffrey Manufacturing Co., Columbus, Ohio; Goodman Manufacturing Co., Chicago; Fort Pitt Bridge Co., Pittsburg, and Ballinger Bros., Pittsburg. The machinery includes mining and brickmaking special machines, which will be used to double the capacity of the present plant of the company. The Buffalo company owns 20,000 acres of coal lands in the Monongahela and Allegheny valleys and the contracts just closed are for machinery to develop fully this vast property. A proviso in the contracts is that the machinery is to be shipped thirty days after President McKinley's re-election.

A report from Pittsburg, Pa., states that the attempt to form a pool of the independent coke plants of the Connellsville region, to prevent cutting of prices, has failed. Coke prices are now nearly at their lowest. On contracts for furnace coke \$1.40 is quoted, while foundry is \$2.10, or nearly a third of what both sold for seven months ago. Small concerns are taking business at any figure, and further demoralization is expected. The attitude of the H. C. Frick Coke Co. is distinctly opposite to that of the independent producers. It is shipping on old contracts at high prices, and is quoting \$2 on furnace coke and \$2.25 and \$2.50 for foundry. The independents are getting the business, but it is claimed the Frick company is holding off so as to be in a position to take contracts when the blast furnaces now closed are blown in. Then the independent companies will likely have their capacity filled with cheap contracts.

The Ottumwa Box Car Loader, manufactured by the Ottumwa (Iowa) Box Car Loader Co., is becoming very popular with coal operators, as the following list of sales will indicate: Union Pacific Coal Co., Rock Springs, Wyo., seven machines; Northern Coal Co., Denver, Col., seven machines; Pittsburg Coal Co., Pittsburg, Pa., four machines; Columbus & Hocking Coal & Iron Co., Columbus, Ohio, two machines; Monongah Coal & Coke Co., Monongah and West Fairmont Coal and Coke Co., Fairmont, W. Va., two machines, and one machine each to the Whitebreast Fuel Co., Cleveland, Iowa; Gaston Gas Coal Co., Fairmont, W. Va.; Montana Coal & Coke Co., Fairmont, W. Va.; Crow's Nest Pass Coal Co., Fernie, B. C., Canada; I. W. Fowler, Ottumwa, Iowa; Wear Coal Co., Pittsburg, Kan.; Kansas & Texas Coal Co., Bevier, Mo.; W. P. Rend, Thurmond, W. Va.; Greendale Coal Mining Co., Crown Hill, W. Va.; Hocking Valley railway, Toledo, Ohio; Kanawha Coal Mining Co., Crown Hill, W. Va.; Pere Marquette Coal Co., Saginaw, Mich.; Springfield Junction Mining Co., Springfield Junction, Ill., and the Bridger Coal Co., Bridger, Mont.

Mr. George A. Holden, secretary of the Coal Trade Sound Money Club of 1896, called a meeting of the coal trade on Tuesday last, at No. 1 Broadway, to reorganize for a Republican parade, to take place on November 3. W. R. Potts was elected chairman. On motion all the old officers were re-elected, as follows, with the exception of secretaryship. Mr. Holden being precluded from serving on account of business duties: President, W. R. Potts; treasurer, Jos. B. Dickson; secretary, John Edwards; grand marshal of parade, Charles S. Phillips. The president was authorized to appoint an executive staff of sixteen to help arrange the order of march. Mr. Leonard and Mr. Perham were instructed to look after the music and to get the best. Mr. Sam Peters suggested that, if agreeable to the club, their firm would erect a conspicuous banner to float from the Washington building across to Bowling Green, at their own expense. The proposition, of course, was accepted and the banner will be in place by Saturday, the 20th instant. Those present donated freely to the club fund, and enough money is already in sight to make the demonstration on November 3 next a very creditable one. All are invited to join in the parade on the above date both wholesalers and retailers, from all the boroughs of the Greater New York.

The People's Coal Co., Camden, N. J., is a new corporation; capital, \$2,000; incorporators, F. R. Hansell, G. H. B. Martin, W. F. Eidell.

STRIKE NOTES AND OPINIONS OF EASTERN REPRESENTATIVES.

Several meetings were held during the week in Philadelphia, by Morgan interests, looking to a settlement of the strike. Up to the moment, however, nothing has been done. Some of the companies were inclined to accede to the wishes of the men, but were strongly opposed by the individual operators. Reports just at hand, however, would indicate that the operators are weakening, and basis of settlement will likely be arrived at that will be favorable to the men.

Retail dealers on the West Side, New York City, who are reported to still have considerable stocks of coal on hand, reduced the price of coal in the last few days to \$5.50 a ton for white ash and \$6.25 for red ash coals. This is a reduction of from 50 cents to \$1.00 a ton. They say that on account of the small demand and the possible early closing of the strike determined this policy, as they cannot afford to carry any quantity of this coal over when new supplies arrive.

Owing to the fact that a number of the anthracite roads have sent their cars to the West Virginia coal fields for the transportation of soft coal, it is reported that President Mitchell is making efforts to prevent the transportation of this coal into the Eastern markets, where anthracite fuel is sold. It is feared, however, that this will be too difficult a problem for Mr. Mitchell to solve, as the coal in that region is mined by non-union men, and, as most of this coal is shipped to tidewater, it will be almost an utter impossibility to trace its destination, not to say anything of stopping its production.

Even with the closing of the strike at this time the market will be about 5,000,000 tons short of coal, which will undoubtedly give a healthy tone to the trade throughout the winter, and the opinion is that an advance of 50 cents a ton will easily be obtained during the next five months. The lateness of the season will no doubt necessitate a large tonnage to go, all-rail, to Chicago, as lake navigation will be practically over before enough tonnage arrives for shipment, and the reports prove that territory where stocks are considerably below normal. A large demand is also expected from the East, as consumers generally have not yet laid in their winter's supply, as in some instances, we know, when they have been buying soft coal rather than pay the high prices prevailing.

The general feeling among the individual operators seems to be that the terms of the Scranton convention are not acceptable, and much of the hope which prevailed a week ago throughout the entire anthracite trade in view of a possible favorable settlement of the miners' grievances has been eliminated to a great extent. The men have apparently taken the stand that they insist on recognition of the union, which is practically what is implied by demanding that any agreement entered into be effective until next April, as no contract that would be binding could be made individually with the men, while the operators are especially opposed to tying themselves up in any way, as past experiences have shown that little faith can be placed in any such agreements. Despite the views of the operators, the idea prevails with some of the more prominent railroads that the strike will be terminated in another week. The reason for this argument is, no doubt, based on the fact that the powers who caused the concession at 10 per cent advance to be offered will see fit, for the sake of peace and harmony, to grant the further demands.

CARDIFF COAL CONDITIONS.

In view of the present shortage and high price of coal in England, the following circular will be interesting:

Messrs. Hull, Blyth & Co., of London and Cardiff, report as follows under date of Oct. 6, as to the coal market:

Cardiff.—A much easier tone has been manifest in the South Wales coal market during the past week.

Best Welsh steam coal.....	25s od to 26s 6d	(\$5.00 to \$6.36)
Seconds	22s od to 23s od	(5.28 to 5.52)
Thirds	23s od to 24s od	(5.52 to 5.76)
Dry coals	24s od to 25s od	(5.76 to 6.00)
Best Monmouthshire semi-bituminous.....	23s od to 24s od	(5.52 to 5.76)
Seconds	22s od to 23s od	(5.28 to 5.52)
Best small steam coal	13s od to 13s 6d	(3.12 to 3.24)
Seconds	12s 3d to 12s 6d	(2.94 to 3.00)
Other sorts	11s od to 11s 6d	(2.64 to 2.76)

The above prices for Cardiff coals are all f. o. b. Cardiff, Penarth or Barry, while those for Newport descriptions are all f. o. b. Newport, exclusive of wharfage, and are for cash in 30 days less 2½ per cent.

IMPORTANT MEETINGS OF THE ILLINOIS COAL OPERATORS' ASSOCIATION.

President S. M. Dalzell and Secretary J. A. Agee, of the Illinois Coal Operators' Association, have issued the following notice of two important meetings:

A meeting of the association will be held at the commissioner's office, rooms 1002-3 Ellsworth building, Chicago, at 10 o'clock a. m., Wednesday, October 24, 1900, to consider matters relating to an agreement with the National Brotherhood of Coal Hoisting Engineers, as well as any other matters that may properly come before the meeting.

Our present agreement with the engineers' organization expires the 31st of this month, and we have arranged to meet their representatives in Chicago at 10 o'clock a. m., Thursday, October 25. This meeting will also be held in the commissioner's office.

All the members of the executive committee should make it a special point to be in attendance, as it will more than likely be necessary to have a meeting of that committee on one or both of the days mentioned.

NOTES AND OPINIONS OF THE ANTHRACITE COAL STRIKE.

In response to a request for a statement as to his views on the answer of the United Mine Workers at Scranton to the operators' proposition, Mr. T. H. Watkins, president of the Temple Coal & Iron Co., of that city, gave out the following, which had been previously submitted to other operators for their approval:

"We will give our men reasonable time to return to work, trusting that they will see the mistake of being guided and influenced by men who, however honest and sincere they may be in their efforts to benefit the miners of the anthracite region, are unable to advise them intelligently and for their benefit, because of their ignorance of the conditions controlling the trade.

"Mr. Mitchell apparently thinks that the control of the mining operation rests in the hands of one or two persons, notably, Mr. Morgan, or that there is a trust of some sort which can decide the whole question, when, as a matter of fact, there are only three or four transportation companies in which a single one concern has any influence, and they do not represent 30 per cent of the whole anthracite tonnage. More than 100 different companies and individuals are interested in mining the total tonnage, and no one man can control or have the slightest influence over their action.

"The one thing the companies are apparently agreed upon, and that is that they will not agree. Efforts have been made for years to get some plan, to which all could agree, to control the tonnage so that fair prices could be secured for a product which requires so large an investment of money with such a great risk to the labor employed as well as the capital invested, but effort after effort has failed through failure to agree on a plan that would not violate the laws and to which all would agree.

"But Mr. Mitchell comes here and says in effect: 'No matter how you may treat your employees, or how much you pay them, or what agreements you may have with them, your men must not go to work until every operator does just exactly what the one does, and in the Lehigh and Schuylkill regions the men must have a new basis before the men in the Lackawanna and Wyoming region can go to work.'

"There are some individual operators and some companies who will lose their last dollar before they will enter into any arrangement with other operators or will join in an arrangement to recognize the union by agreeing to any arrangement Mr. Mitchell's organization dictates for a settlement of the strike.

"The leaders of the organization, I trust, will soon see their mistake in insisting upon any further action by the companies, and order the strike off. The companies and operators have given an advance they cannot afford unless they are able to get a better price for coal. Having given in, they will all be compelled to make an earnest effort to secure better prices, and without a doubt, after the restriction caused by the strike, can get better prices for some time to come, certainly until after April 1, in my opinion, so that the suspicion that the advance is only given to be taken back after election is unfair and unwise.

"The United Mine Workers will lay themselves open, if they have not already done so, to the charge of being the largest and most dangerous trust to the public welfare that has ever existed, and the organization will make the mistake of all others that have failed, by going too far and using power to hurt the public as well as those directly interested.

"If the laws of the county would allow the operators to combine and pursue the same methods this organization is pursuing, we could then discuss a plan to put the price of coal at such a figure as to pay any wages demanded by our employees. They do not, and that is not a solution of the present trouble."

It is stated that there were some 857 delegates present at the convention at Scranton on Friday, Oct. 12, who represented practically all the mines in the three districts.

On October 13 the following resolutions were adopted and have since been accepted by the districts.

We would recommend that this convention accept the 10 per cent advance, provided the operators will continue its payment until April 1, 1901, and will abolish the sliding scale in the Lehigh and Schuylkill regions; that the scale of wages in the two last-named districts to remain stationary at 10 per cent above the present basis price, and that the companies agree to adjust other grievances complained of with committees of their own employees.

"Should this proposition be unacceptable to the operators, we recommend that the convention propose that all questions at issue be submitted to a fair and impartial board of arbitration.

"We would further recommend that under no circumstances whatever should there be a resumption of work at any of the collieries until the operators signify their acceptance of this proposition, and you are notified officially that the strike is ended, and all return to work in a body on the same day."

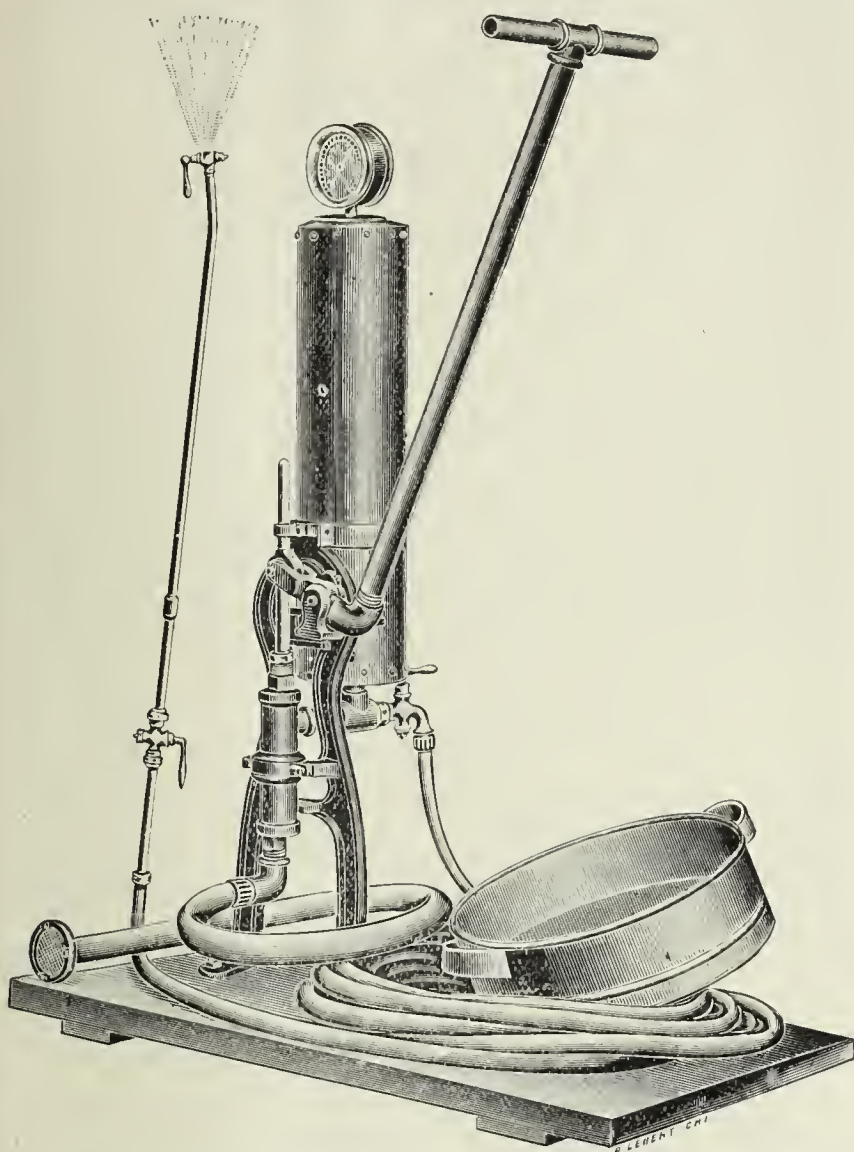
After the operators came to an agreement the Philadelphia & Reading Coal & Iron Co. posted the following: "The company hereby withdraws the notice posted Oct. 3, 1900, and to bring about practical uniformity in the advance of wages in the several coal regions, gives notice that it will suspend the operation of the sliding scale, will pay 10 per cent advance on September wages until April 1, 1901, and thereafter, until further notice, will take up with its mine employees any grievances which they may have.

In No. 3 slope of the Cameron colliery, Shamokin, Pa., several miners found the petrified head of a man. The head had been pried from a mass of rock, and, although there were signs of a neck, the rest of the trunk was missing.

According to published reports there is abundance of coal within the Arctic circle. Mines are now in operation at Icefjörd, Spitzbergen. The coal is declared to be excellent. The strata are above the sea level. Three of the strata are from six to nine feet deep. It is claimed that the whole demand of northern Norway can be supplied for an unlimited period from this source. The coal, however, must be transported in lighters to the ships, and the pier must be removed every winter to prevent their being destroyed by the ice.

ACORN WHITEWASHING MACHINE.

The accompanying illustrations show a machine for spraying whitewash, calcimine and cold water paint on a large scale, and the method of applying



same to surfaces, which is manufactured by the Acorn Brass Works, 19-23 South Jefferson street, Chicago.

The Acorn Brass Works is a comparatively young concern, being less than ten years old. The firm is managed by young men, and was incorporated

about two years ago. Their factory is equipped to do work in many departments, iron machining, tool making, brass finishing, metal spanning, tinsmithing, nickel plating, brass coating, etc. They manufacture and put upon the market some goods, one of which is the whitewash machine herewith described and illustrated.

The Acorn whitewashing machines are used in spraying whitewash on buildings, warehouses, factories, courts, walls, fences and around coal mines. They have been used successfully for ten years. Since the introduction of cold water paint, they have been found valuable in spraying this preparation. The machine spreads the liquid evenly, without streaking, spattering or dirt and the wash gets into all crevices and corners and into places where a brush



How the Sprayer Works.

will not reach. As an insect and germ destroyer, it is efficient. It is portable, easily handled and can be readily mounted on a cart, wagon or hand car, or drawn about on the platform as shown.

The Acorn spraying machine is mounted on a wood platform, 2 feet by 4 feet by 2 inches, has a reinforced cast iron frame, a solid hard brass cylinder plunger, poppets, etc., an 18 gauge galvanized air chamber, with brass head and bottom, brass faucets and cut off valves and wrought iron handle. The equipment comprises supply hose with metal strainer, discharge hose, spray attachment, high pressure gauge, shut-off valve and three hard metal spray cocks with a special spray for coal-water paint when desired.

Further information, catalogues, etc., may be obtained on addressing the manufacturers.

THE JOHN A. MEAD MANUFACTURING CO.'S COAL HANDLING MACHINERY.

The Philadelphia & Reading Coal & Iron Co. have just completed an extensive coal handling plant on their docks, at West Superior, consisting of three movable towers with automatic or clam-shell buckets of the Rawson patent, and a cable railway. The towers can be moved along the wharf for a distance of 450 feet. They are of the two-man type, furnished and erected by the John A. Mead Manufacturing Co., New York City. They discharge vessels at the rate of 130 tons per hour, or 390 tons per hour for the plant.

The cable railway, nearly a mile in length, distributes the coal to all parts of the yards.

Similar plants have been erected by the Mead Co. for the Philadelphia & Reading Coal & Iron Co., Chicago, and the Messrs. O. S. Richardson & Co. The plants installed for Messrs. E. L. Hedstrom & Co. and the George Lill Coal Co. are the same except that the coal is taken from the towers by automatic railways.

The Mead Co. also manufactures the McCaslin overlapping gravity bucket conveyor, for handling coal and ashes in power stations, hot cement, clinker, etc.

Among the many power stations equipped with this conveyor by the John A. Mead Co. are the following: South Side Elevated Railway Co., Chicago City Railway Co., Commonwealth Electric Co., Chicago Edison Harrison Street station, Chicago Avenue pumping station, Northwestern Elevated Railway Co., all of Chicago; Milwaukee Electric Railway & Street Co., Milwaukee, Wis.; Cincinnati Edison Co., Cincinnati, Ohio; St. Louis Transit Co., two stations, St. Louis, Mo.; Manhattan Elevated Railway Co., Metropolitan Street Railway Co., both of New York City; and many others. This list includes the largest railway and lighting corporations in the world.

Germany, during the year 1899, imported 3,426,215 tons of coal, according to statistics just published.

The London Colliery Guardian says: "A remarkable discovery of coal has just been made at Llwynenion, near Rhosllanerchrugog, the place where they are now working in connection with the new passenger line between Rhos and Wrexham. At this point a cutting about 45 feet in depth is being made with the aid of a steam navvy, and, to the great surprise of the workmen, the navvy struck against a bed of coal some acres in extent. It is stated to be a most valuable one."



CYPRESS WOOD MAKES THE BEST TANKS.

Every mine operator, when about to purchase a tank, has to decide which wood makes the most durable tank and, while some lean toward white pine and some show a preference for cedar, a large majority will insist on tanks made of cypress, as this wood is now acknowledged to be the most durable and superior to any of the other woods.

Mr. R. E. Miller, secretary of the W. E. Caldwell Co., Louisville, Ky., a concern that has been engaged in the tank business for a quarter of a century, and well known by the coal mining industry, says:

"We have long been advocating the superiority of cypress wood for tanks, as practical experiments and tests have proved conclusively that it is the ideal wood for this purpose; but if there has been any reason before to question this fact it has certainly been removed in the past two or three years by the action of manufacturers of tanks of other woods, who, one and all, now advertise their ability to supply cypress. Could any more convincing argument be offered a prospective customer who is undecided as to which is the best wood to use?"

"There are many reasons why cypress should be given the preference where a good tank is wanted. The first and most important is its greater durability, which most authorities estimate to be from 50 to 75 per cent more than that of pine or cedar, though some place it is as high as 100 and even 150 per cent. Then, the wood is one that will shrink and swell very little, so that the sun's rays are not likely to open up the joints of the tank when it is allowed to stand empty or partly empty for a time. And this wood is practically free of knots, and grows very straight, so that it will scarcely warp or twist at all, while some woods, for instance, white cedar, will bend or bow to such an extent that half of the staves of a tank that are straight and true when they leave the factory will be from one-half to two inches out of line when they are put together into the finished tank, and cannot be sprung or jarred into place, and the result is the tank can never be made tight. Moreover, cypress is not affected by the action of hot water or chemicals, and gives off no odor or color. It is for these reasons it finds such favor for every service to which a wooden tank can be put."

ELECTRIC COKE LARRIES.

The manufacture of coke requires a certain minimum time, usually 48 hours, for furnace coke and 72 hours for foundry coke, but the quality of the coke suffers if the processes are too closely curtailed. The by-product oven is by no means an assured success, although interesting developments may be expected in that direction in the future. It is obvious, therefore, that radical improvements, if immediately possible, are in the methods of handling the coal and coke, rather than in the process which takes place in the ovens themselves, says an exchange.

Practical experience has shown that the electrically-propelled larry is the means of a large saving in both time and labor, and the results obtained from the several electric larries in operation at coke plants are most gratifying. The equipment consists of a motor of the enclosed type, similar to that used in tramway service, mounted on one of the axles, with controller and trolley, which may be applied to larries at present drawn by animal power, it being unnecessary to design a special larry adapted for electrical equipment. The control is so perfect that when about to discharge its load into the ovens, the larry may be moved in either direction, literally an inch at a time, and a much higher speed is possible than with the old method. The result is a surprising saving in time in hauling from and returning to the tipple, and in discharging the coal at the ovens.

The trolley, or third-rail, system, preferably the latter, may be used to convey the power to the motor, and the approaches to the ovens may be much more cheaply constructed.

One electrically-equipped larry with its operator will easily do the work of two pony or horse larries with the drivers, and, when the conditions permit, the electric larry may supply the motive power for other larries, which, operated as trailers, may be dropped at the proper places and picked up on the return, in the meantime having discharged their loads into the ovens.

COLLINSVILLE, INDIANA, LUMP COAL.

O. S. Richardson & Co., 215 Dearborn street, Chicago, in a circular, dated October 3, say:

"We have recently opened a new mine in Indiana, and will be ready to make shipments early the ensuing week. This coal is of a bright quality and mines large. Its burning qualities resemble the Wellston coal of Ohio and seems equal to same for domestic or steam purposes. It ignites quickly and burns to a white ash, without clinker. When given plenty of draft it is nearly smokeless, and entirely free from soot. We especially recommend it to dealers for their domestic trade, and to creameries, dairies and florists, for steam purposes. It is the ideal coal for this class of trade and you will find it will give you entire satisfaction. No better coal mined in Indiana or Illinois. We will market this coal under the name of Collinsville Lump, and the present price is \$2.50 per ton, f. o. b. cars, Chicago, in open cars, 10 cents extra for box cars. We would be pleased to have you give it a trial, and hope to hear from you with a trial order. Owing to the usual scarcity of cars at this time of the year, you will find it advisable to place your orders in advance. We are now booking orders for future shipment."

The North German Lloyd steamer Bremen, on which so many lives were lost in the Hoboken fire, cleared last week for Bremen, with 6,000 tons of bituminous coal. The only reminder of the fire which was noticed on her sailing, after undergoing temporary repairs, was her bent and buckled upper works, and the closed deck houses. This cargo is the largest shipment of coal to foreign ports ever made from Philadelphia. One cargo larger has been carried, that of the Bosnia, to San Francisco, but that was "bunker" coal and not considered export.

THE FAIRMONT COAL MINING CO., FAIRMONT, W. VA.

The operators of the Fairmont region last week effected an organization to be known as the Fairmont Coal Mining Co., with the principal office in that city. The purpose of this organization is to dispatch the business of the region with promptness, and at the same time greatly assist the Baltimore & Ohio railroad furnish a better car supply, both for Locust Point and all Eastern markets, as well as for the Western trade. Mr. C. W. Watson, assistant general manager of the entire Watson interests, was chosen president. Mr. John A. Clark, president and general manager of the Clark interests, was named as vice-president. Mr. Geo. W. DeBolt, secretary of the Watson interests, is secretary. Mr. M. L. Hutchinson, president and general manager of the Worthington Coal Co.'s interests, was selected as treasurer.

The executive committee is as follows: J. A. Fickinger, general manager of the Monongah Coal & Coke Co., chairman; C. W. Watson, J. A. Clark, M. L. Hutchinson, and Jere Wheelwright, general manager of the highland Coal Co.

The board of directors are: J. A. Clark, chairman; J. A. Fickinger, M. L. Hutchinson, C. W. Watson, Jere Wheelwright, R. M. Hite, general manager of the Virginia & Pittsburg Coal & Coke Co., F. M. Landstreet and W. P. Young, of the Pennois Coal & Coke Co.; J. F. Jones, E. F. Lowery, general manager of the Solon-Lowery Coal & Coke Co., and J. O. McKinley.

The "pool" is not to be regarded in the sense of a trust or syndicate, as the articles of agreement do not in any manner contemplate such a measure. The principal object of the concern is the prompt loading of all vessels at any ports where Fairmont coal may be wanted. Should a vessel on arriving ask for 15,000 tons of coal, it will be supplied at once and no delay. No matter which company has the coal there, it will be used to fill the order and the individual company paid for it.

COAL IN ENGLAND.

Now that the question of exporting American coal to Europe, and thus securing the markets that have hitherto been controlled by England, is being so widely discussed in consequence of the high prices demanded by English colliery owners, says the Scientific American, it is interesting to study the magnitude of England's market for coal upon the Continent. For the first seven months of this year England has exported no less than 26,044,227 tons, an increase of 1,059,655 tons upon the quantity exported for the same period in 1899. The principal purchasers of this aggregate were France, Germany and Italy. The following tables will show what is the present demand in these countries for English coal in comparison with the two previous years:

	1900	1899	1898
France.....	4,936,428	3,980,959	3,033,023 tons.
Germany.....	3,240,808	2,788,747	2,427,826 tons.
Italy.....	3,060,715	3,389,509	2,639,014 tons.

It will thus be seen that, with the exception of Italy, the exports to the principal European markets have increased. In London a little while ago a great outcry was raised against this enormous export of coal, as it was felt that it was only being purchased for the use of the various Continental fleets. To a certain extent this is indubitably true, but at the same time there is a remarkably increasing demand for coal for the European markets. The English colliery owners are making a rich harvest as a result of their enhanced prices. The aggregate amount of coal exported from England for the first seven months last year was valued at \$64,610,290, whereas this year the value of the exported coal for the same period is estimated at \$104,251,270, an increase of about 80 per cent. Notwithstanding the high increase in prices, the demand is greater than the supply. The English Admiralty are just placing their contracts, which must necessarily run into 200,000 or 300,000 tons, and many of the large corporations, manufacturers and railway companies are tendering for their annual supply.

THE COAL MINERS OF MARYLAND.

The following excerpt from a letter of Hamilton Ward, Jr., Baltimore, Md., in regard to the wages and work of that state makes interesting reading at this time: "They work on their own time and are paid by the amount of coal each man gets out. If a miner works seven or eight hours he can get out five or six tons; if he works ten hours he can get out eight to ten tons. Their average wages is from \$2.50 to \$4.00 per day. I saw a father and his two sons paid off for their two weeks' work and they got \$150. Many men earn as high as \$5 per day and the work lasts every day in the year the men want to work. The laborers, who are paid by the day in opening new leads, erecting supports and building track, draw from \$2.10 to \$2.60 per day, and I confess these facts put an entirely new face to me on the mining situation. The women and children never work in the mines, the New York Journal notwithstanding. The coal vein here is 14 feet thick and crops out on the hillside. In England and Belgium coal is mined at an average depth of 2,500 feet, and the veins run from two to six feet in depth, so that in spite of our high wages, being nearly three times as much as European miners receive, our coal is cheaper at the mouth of the pit than theirs is. Add to this our protective tariff and it is clear why our coal output increased with the reviving business prosperity of this administration 88,000,000 tons, putting us first among the coal producing nations of the globe. Business is simply booming through this whole section, and last Sunday the Baltimore & Ohio railroad reported the heaviest day's business in its history."

M. Frech, professor of geology at the University of Breslau, Prussia, has written an article on the geological resources of China, in which he asserts that there is sufficient coal in the province of Shansi to supply the world for forty centuries.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Ray & Bautz are new retail coal dealers at Riverside, Cal.

H. Weaver has purchased the coal business of F. W. Morse, at Abilene, Kan.

Orchard & Keltner, Carthage, Mo., have sold their coal business to C. D. Wilson & Co.

The Fulton County Coal Co., of Gloversville, N. Y., is erecting a new office at that place.

H. N. Dater, of Granville, N. Y., has sold his coal business to James Northrup, of Salem.

C. D. Wilson & Co. have purchased the coal business of Orchard & Keltner, of Carthage, Mo.

James M. Northrup has been appointed manager of the Mettowee Valley Coal Co., of Granville, N. Y.

Mr. W. M. Wells, Fort Wayne, Ind., has just started in the coal business and opened yards in that city.

The dealers at Hartford, Conn., have again advanced the price of coal and anthracite is now selling for \$7 per ton.

A soft coal war is in progress at Springfield, Ohio. Independent dealers are now selling Hocking for \$3, and Jackson for \$3.25.

The J. E. Metzger Coal Co., Painesville, Ohio, have secured the contract of supplying the Life Saving Station with coal for one year.

In Washington the dealers advanced the price of coal 50 cents a ton. The supply there is estimated as not sufficient to last more than two weeks if a cold spell arrives.

The board of public works, Columbus, Ohio, have awarded the contract for furnishing coal for the East and West Side pumping stations to Osborn, Williams & Horn, who bid \$1.75 and \$1.55 for lump coal, delivered at the respective stations.

A South Omaha correspondent writes: "The board of education let the contract for furnishing coal to the public school buildings to Cuddington & Wilcox. This firm bid \$3.55 for Ardmore mine run coal, \$4 for Ardmore lump coal and \$9.50 for anthracite. As is customary the contract will hold good for the school year."

Since the price of coal was suddenly elevated by Rochester (N. Y.) dealers to \$6 per ton there has been no change in schedule prices. It is said that there has been no cutting of rates nor indication of either a rise or fall. In Syracuse coal is quoted at \$5.85, which was the figure dealers in that place settled upon at the outset of the miners' strike. In several towns and cities dealers who raised their prices at the beginning of the strike have gone back to the original price.

At a meeting of the Baltimore Coal Exchange held last week, the situation growing out of the strike in the anthracite regions was the chief subject of discussion. No action was taken relative to advancing prices of coal. Two advances over the summer price, aggregating \$1.25, have already been made and the leading Baltimore dealers are now hopeful that the strike will be settled in a week or so. When the strike started there was about 30,000 tons of coal in the stocks of the Baltimore yards, but over half of this has been distributed to consumers and arrivals of more coal from the mines have been slight. It is expected that as soon as the mines resume the first coal taken out will be sent to markets that are in greater need of a supply than Baltimore and that the points reached by lake shipments will have their orders filled, in an effort to get them supplied before navigation closes for the winter.

The coal advertiser who keeps his business prominently before the people and asks persistently and often for their trade is the one who will get the most business. The man who is nearly as energetic will get the business that is left, and the one who stands around on the edge, with his hands in his pockets, may very reasonably and justly expect to get very little, and in course of time it will dwindle down to nothing. Advertising, reduced to its lowest terms, is merely asking people for their trade. That's all there is of it. A coal man wants business, and all he can get of it on a profitable basis. If he handles good coal and understands and conducts his business properly, it is only a question of asking enough people and asking them often enough. The man who has solved the problem of asking everyone interested within reach often enough, in convincing language, is a rarity, and he is also a man who knows how to advertise and appreciates the worth of persistent publicity.

AMERICAN AND FOREIGN COAL EXPORTS.

Notwithstanding the great advance in the price of coal in England, their exports continue to show an increase. The exports of August, 1900, compared with August, 1899, and also for eight months of both years were as follows:

	Tons.	Value.
August, 1900.....	4,173,500	£3,642,242
August, 1899.....	3,758,780	1,962,657
Increase	414,720	£1,679,588
Eight months, 1900.....	30,217,726	24,496,500
Eight months, 1899.....	28,743,353	14,904,718

Increase	1,754,158	9,363,861
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The above figures indicate that Great Britain, upon exports that increased less than 1,500,000 tons over the exports of 1899, received \$47,000,000 more for the eight months' exports. They also show that in 1900 the average value was \$4.05 per ton, as compared with \$2.60 per ton in 1899. The average export value in August, 1900, was \$4.37 per ton.

Our own coal exports for August and eight months the present year, compared with the same periods in 1899, were as follows:

	Tons.	Value.
August, 1900.....	695,615	\$2,080,795
August, 1899.....	537,130	1,500,572
Increase	158,485	\$580,223
Eight months, 1900.....	5,297,370	14,217,956
Eight months, 1899.....	3,543,212	9,363,861

Increase	1,754,158	\$4,854,095
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The average value per ton in 1900 was \$2.99; in 1899, \$2.76 per ton.

Our coal exports do not compare with those of England, but we are young as yet. We exported to Europe in August, 1900, 97,000 tons of coal, compared with only one ton in August, 1899, and for eight months our exports to Europe were 376,000 tons in 1900, against 16,000 tons in 1899. British America continues to be our best customer, taking from us in eight months of 1900 3,710,000 tons, compared with 2,589,031 for the same time in 1899, which shows an increase of 1,121,000 tons. Other countries, as well as our own and England, are increasing their coal exports. Germany, for instance, increased her exports the first six months of 1900 by 1,105,000 tons, and Belgium by 412,000 tons.

STEAMER USES LIQUID FUEL.

The S. S. Cowrie, which is discharging a cargo of oil from Borneo at the Thames docks, steamed from Koetei, Borneo, to London, a distance of 9,250 miles, using only liquid fuel. This was reduced to a spray by a jet at the furnace door. The owners say that the substitution of coal by a liquid proves most advantageous. Six stokers sufficed instead of sixteen. The speed was slightly improved and the bunker space was also economized, a ton of oil occupying but thirty-four cubic feet, compared with the forty-five cubic feet taken up by a ton of coal. Twenty-two tons of oil were consumed daily on this voyage, as against thirty-five tons of coal consumed on former voyages. Borneo oil is declared to be excellent fuel and is superseding the Russian and American product in the Far East as it can be delivered at 30 shillings a ton in Hong Kong, 35 shillings in Japan and Colombo, and 50 shillings at Suez.

OHIO COAL IN GERMANY.

The Allemeine Zeitung of Munich, dated July 28, says: "Experiments with American coal have been made during the past week by the managers of the Bavarian state railways. The coal was from mines in the state of Ohio, and resembled in many respects German coal from the Ruhr district, although it was somewhat lighter, and had, besides, the advantages that it made no slag (cinders), but burned to the last atom into ash and created very little smoke. The locomotives worked admirably, and a locomotive heated with such coal is prepared to make a very long run. These advantages are, however, to be offset by the very high price of the American coal. It costs per ton delivered at Munich, twenty-six marks (\$6 19), while the Ruhr coal can be had for eighteen marks (\$4.28) per ton. There is also to be considered the fact that the American coal, during its four weeks' journey and repeated transshipments, loses a considerable percentage. At the mines it is loaded on cars, at the seaport it is put on shipboard, at Hamburg or Bremen it is again loaded into cars—by all of which it is broken and suffers a considerable loss in weight. In consequence of all these disadvantages, the general use of American coal on German railways is under present conditions impossible." In order to reach Munich, American coal must be shipped by rail across the entire German Empire. This, after crossing the Atlantic at the present exorbitant freight rate, naturally puts it out of reach as railway fuel in the interior of the Empire. Consul General Mason considers that that the important fact revealed by the Bavarian experiments is, that Ohio coal is recognized as superior to the best German coal for locomotive fuel; in other words, that it belongs to the highest class of steam coals, and its present prohibitive cost in Germany only shows the necessity of a new class of colliers under the American flag which will land bituminous coals from Pennsylvania, Ohio, Virginia, and Alabama at European seaports for a net selling price of \$4.50 and \$5.00 per ton.

The Pennsylvania & Reading railroad has awarded the contract for the erection of a large coaling plant at East Penn Junction to E. S. Whitney, of Allentown. The plant will consist of a trestle 200 feet long, with pockets and shedding, together with foundations and retaining walls.

WESTERN COAL AND COKE NOTES.

The farmers at Nardin, Okla., have organized a co-operative coal company.

A stock company has been organized at Lovington, near Mattoon, Ill., to prospect for coal.

The Pittsburg Coal Co., Amelith, Mich., will soon be hoisting coal in commercial quantities.

The Royal Coal & Mining Co., Belleville, Ill., has increased its capital stock from \$10,000 to \$30,000.

The Sunnyside coal mine at Evansville, Ind., in which a fire occurred recently, will be repaired at once.

It is stated that Pine Creek, near Freeport, in Ogle county, Illinois, is underlaid with coal several feet thick.

A new Iowa corporation is the Cedar Valley Coal Co., of Creston, with \$30,000 capital. The incorporators are C. S. Rex, George B. Rex, and S. E. Rex.

A newly discovered vein of coal near Kewanee, Ill., four feet thick, is to be worked, and it is estimated that 150 miners will be used between now and spring.

The coal discovered at Grand Mound, Wash., is over six feet thick, and of the genuine cannel variety. The mine is less than a mile from the Northern Pacific railroad.

A four-foot vein of coal was struck on the George Ireland farm, now owned by C. S. Richardson, near Chesaning, Mich., while a well was being drilled last week.

Robert Gage has struck a vein of good quality coal, from four to five feet in thickness, at Woodville, near Jackson, Mich. Mr. Gage is the leading spirit in coal mining in that vicinity.

J. P. Cumminski, of Fairhaven, Wash., has returned from a trip to the coal prospects on Day creek, below Hamilton. A force of men are at work there sinking prospect holes, and there is a good showing for a profitable coal mine.

It is reported that Decatur, Ill., is getting short of soft coal because outside operators will not send forward any more, or until the trouble is settled at the mines in that district.

The Herald of Helena, Mont., says: "The Black Diamond mine at Neihart is looking better to-day than ever before, and the owners feel much encouraged. They are driving ahead on the main vein, and expect to reach the ore body soon."

A co-operative coal company has been organized by the employees of the Midland Steel Co., Muncie, Ind. The new company will sell coal to all those who want it at the lowest possible price. Brazil block coal will be delivered at their yards in the southern part of the town, from whence it will be retailed.

A Stockton, Cal., man has discovered a huge deposit of highly carbonized shale in the state of Nevada, and is quietly preparing to get possession of it, under the belief that beneath the shale will be found petroleum or bituminous coal, or both. This shale burns equally as well as coal and gives satisfaction as a domestic fuel.

The Briar Hill Coal Mining Co. has been incorporated in Tacoma by C. H. Curtis and A. W. Thornly, of Tacoma, and F. W. Giddings, of New York, for the purpose of developing a tract of coal land in Lewis county, three miles from Chehalis. The Northern Pacific will build a spur to the property. The coal is a good quality of lignite.

The lignite beds along the Missouri in North Dakota have been explored sufficiently to show that the deposits are sufficient for the present generation, at least, and the Northern Pacific and the Washburn road, north from Bismarck, N. D., are hauling the product to market as rapidly as it can be mined. Recent tests of this coal have demonstrated beyond a doubt that it is equal to the Ohio and Illinois product for locomotives and for manufacturing purposes.

A correspondent at Florence, Col., writes: "For the last five months Simon Smith, of Rockvale, and Charles Cowan, of Coal Creek, have labored almost incessantly in opening up a coal mine two miles southwest of here. A force of men has worked day and night for five months in driving a 500-foot slope to encounter the coal. This slope is now finished and the coal has been struck at the breast of the slope. The mine is virtually opened and coal will be taken out next week."

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EASTERN COAL AND COKE NOTES.

The People's Coal Co., with a capital stock of \$2,000, has been incorporated at Jersey City, N. J.

The Scranton Truth says that upwards of 5,000 miners have left that region for Europe or the soft coal fields.

A splendid vein of coal has been discovered at St. Lawrence, Cambria county, Pa. It is 94 inches thick and of good quality.

The Pennsylvania Steel Co. has used its last car of anthracite coal in its Bessemer department, and will have to resort to some other fuel or shut down.

The surveyors of the Delaware & Hudson Co. are running lines for a track for the conveyance of coal from the South Side mines to Coalbrook breaker, where it will be prepared for market.

A new corporation is Wilfred Johnson & Co., New York City, to deal in coal, wood and coke; capital, \$50,000. Directors: Wilfred Johnson, Westfield, N. J.; George J. Bradish and W. A. Kissam, New York City.

Between 1,400 and 1,500 cars of soft coal are passing over the Reading road, at Tamaqua, every day. They are sent over the Catawissa division, which does not enter the strike points of the region.

The large washery being erected at the coal banks below Garber's, about two and a half miles south of Tamaqua, by Shenandoah capitalists, is expected to be ready for operation by the first of November. The banks are owned by Moyer & Williams, of Pottsville, who have leased them to the Shenandoah people.

The use of bituminous coal in place of anthracite has become a reality, says the Enquirer. Three weeks ago, when it was first talked of, the suggestion was ridiculed; but the arrival in Philadelphia of 3,500 cars of bituminous coal during the past three days, and an increase of from 20 to 45 per cent. in the sales of soft coal, show that the probability of its use was well founded.

W. T. Smyth, superintendent of the Buttonwood colliery of the Parrish Coal Co., has resigned his position with that company and has accepted a position as general superintendent for the St. Clair Coal Co. in Schuylkill county, Pa. His position at the Buttonwood will be filled by Thos. R. Evans, of Plymouth, who is at present superintendent of the Parrish colliery at Plymouth.

The Philadelphia Record says: "Anthracite coal was sold in this city last week as high as \$7.75 per ton, and in some cases \$8 and \$8.25 was asked. In New York and New England cities prices reached \$8.50 a ton. The supplies of many smaller local merchants have been entirely exhausted. Others, having very little coal left in their yards, are not offering it for sale in the usual way, but are disposing of it to the highest bidder. The larger dealers are also running short."

Murdock & Bro., Johnstown, Pa., have closed a deal for 1,800 acres of coal land lying between Rockwood and Somerset, the purchase price being \$50 per acre. The tract purchased is being operated by the Lewis Suppes Coal Co., of Johnstown. The 1,800 acres purchased are underlain with the E or Upper Freeport vein, the C or cement vein, and the B or Miller vein, and is located in the Wilmore basin. A test hole will be sunk to ascertain the exact locations of the C and B veins and also their thickness. These two veins will be mined by a shaft and the E vein will be worked from a drift.

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SOUTHERN COAL AND COKE NOTES.

At Chattanooga, Tenn., the Chicamauga Coal Co. has recently organized and will develop coal mines in Walker county.

The miners' strike at Blockton, Ala., is ended. The men were found to be in error and ordered to return to work by union officers.

The Flattop Coal Land Association, of West Virginia, has declared a quarterly dividend of 1 per cent on the preferred stock and a dividend of $\frac{1}{2}$ of 1 per cent on the common stock.

State Mine Inspector J. Deb Hooper, of Alabama, estimates that the coal output of Alabama for this year will approximate 9,000,000 tons, an increase over last year's production of 1,250,000 tons.

W. T. Underwood's new mines at Birmingham, Ala., have been named "Altoona." He has a contract to furnish 50,000 tons of coal to the Louisville & Nashville railroad. The coal is of superior quality, abundant in quantity, and is easily worked.

A new corporation is the Virginia Coal Supply Co., Covington, Va., general coal business, etc.; capital, \$5,000; incorporators, R. F. Bopes, G. W. Harrison, Jr., L. J. La Mar, all of Covington; D. F. Graham, of Piedmont; H. F. Harrison, of New York City.

A new coal corporation of Tennessee is the Renfroe Mining Co., Rockwood, capital stock, \$30,000. The officers are: President, J. M. Tarwater; vice-president, Joe Baker; secretary and treasurer, Polk Tarwater; manager, Sewell Howard. The mines are located about 12 miles from Rockwood.

A dispatch from Norfolk Va., says: "Castner, Curran & Bullitt, of Philadelphia, agents for the Pocahontas Coal Co., have chartered several steamships owned by anthracite coal railroads of Pennsylvania to carry coal from Lambert's Point to Northern ports. The tonnage already shipped is quite large."

At the annual meeting of the stockholders of the Barton and George's Creek mines, at Cumberland, Md., the following directors were elected: Lloyd Lowndes, H. Crawford Black, John Sheridan, Adam E. Hitchins, W. E. Gladstone Hitchins and Howard Hitchins, directors. Mr. Black was elected president, A. E. Hitchins, general superintendent, and Van Lear Black, secretary and treasurer.

A. R. Thomas, of Chattanooga, Tenn., has purchased some valuable coal lands on Lookout mountain, near the Durham mines, and is now forming a company to open up several mines. It is located a short distance from Lula lake, and is regarded as somewhat of a mystery why the vein has not before been discovered by the numerous prospectors who have dug for coal on all parts of the mountain.

A correspondent at Jacksonville, Fla., writes: "It is learned on good authority that the Navy Department intends shipping 50,000 tons of coal to Key West in the near future. Two thousand five hundred tons have already been received, and another cargo of like amount is now en route. Cargoes will be shipped as rapidly as possible until all the government sheds in this city are filled up. This does not look like Key West is to be abandoned as a naval station."

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VOL. 25. NOVEMBER 3, 1900. No. 18.

MARKET REVIEW.

The anthracite strike ended this week when the miners re-turned to work on Monday, and not for years has organized labor, involving such industrial and monetary interests, won such concessions in so short a time—six weeks. It was simply a matter of a demand made by the miners, refusal on the part of the oper-ators, consultation and discussion, and finally the demand con-ceded by employers. There is little doubt that arbitration will carry the day in the matter of settlement of all disputes between capital and labor in the future, in which event strikes will be relegated to the rear.

Now, that work has been resumed at the mines in Pennsyl-vania, conditions can be forecasted with some degree of certainty. It must be remembered that a suspension of operation for six weeks will necessitate a good deal of dead work which must re-ceive attention before a large amount of coal can be mined. A week or ten days, perhaps more, will crowd all producers to take care of urgent Eastern orders, after which a large tonnage will be sent to Buffalo for water shipment before lake navigation closes. Rail shipments to the Western states will be the last to receive attention, but it is confidently expected that some anthracite will be received at some of the large distributing points before the end of next week. However, this will depend largely upon how work proceeds at the mines. In this connection, it may be stated that there is some scarcity of good miners, as many left for the bituminous districts, and this may tend to reduce the output to below the normal for a few weeks.

The resumption of operations at the anthracite mines has caused a good tonnage of coal to be released by the companies, which had been held in reserve pending the result of the strike, and the movement by water and rail has shown quite a degree of

activity during the week. As will be noticed from the statistical report, receipts of anthracite by lake are considerably less than last year, not only at Chicago and other ports on Lake Michigan, but at the head of the lakes also; whether there will be time to make up the big deficiency before bad weather sets in is a mooted question, even if the coal is available. In this case it will be a matter of doubt as to the coal and not of cars, because it is not be-lieved that anthracite can be got forward in sufficient quantities before the close of navigation, so that some lake points may be compelled to go into winter quarters with short supplies. It is understood that in the matter of allotments, these will receive no attention by the producing and carrying companies until all of the more pressing demands of the markets have been met, which will take some weeks. It is not expected that there will be any change in the selling price of anthracite at any Western points, at all events, not this side of the new year, because there is still a large tonnage to be distributed and the market conditions will continue in good shape for some time, possibly through the sea-son of 1900-1901.

Bituminous coal is dull and heavy in the central Western states, which is due almost entirely to the abnormally warm weather. This has caused accumulation of coal on track to such an extent that railroads have reduced the time allowance before demurrage charges become effective. In turn this has forced a large amount of Western mined coal on the market with the usual result—greatly reduced prices. All Eastern varieties are in more or less short supply and of some grades there is no free coal at all. The settle-ment of the anthracite strike will probably have the effect of di-verting some further tonnage in this direction. The national election next week, will probably cut down production of coal considerably, which will have a healthy effect upon the market, as it will enable shippers to reduce their holdings on tracks. The car shortage, so general throughout the West, promises to become a more prominent feature during November, providing the weather becomes seasonable.

Our New York representative reports a continued dull and listless market for anthracite, which needs but a touch of frost to revivify, that will cause a rush of orders—to fill all of which will be impossible, as there are practically no stocks of coal at any of the agencies. Resumption of work at the mines has been general, but it is not expected that the men will be able to do a fair average day's work or get out the usual quantity of coal dur-ing the first week or ten days, hence there will be more or less disappointment in the amount of tonnage going forward from mines. The ten per cent advance in wages and other concessions which have been yielded, should, and probably will, prevent any shading of the current circular in the East, while there is little doubt of it affecting consumption. Mild weather has greatly helped buyers and consumers during the strike, but the time of the year prevents any hope of its continuance. Soft coal on the Atlantic seaboard shows a much easier condition, and apparently supply is abundant of all kinds except the highest grades, yet, these are in greater evidence, owing to the improved car service. It is stated that some of the main line railroads withheld cars so that inroads on the anthracite trade could not be made by bi-tuminous coal to any great extent, and that their release has caused the present liberal supply. Shippers supplying shoal water ports are becoming anxious to get their contracts filled, as up to the present not more than half of the normal supplies have gone forward from the lower ports. The close of every season wit-nesses the same struggle to stock those ports before ice forms. Soft coal for the far East is in fair demand but not so active as it was. Along the Sound trade is strong and seemingly there is a short supply of coal. In New York harbor business is less active and the situation easy. All-rail trade is in good shape, except as regards the better grades of coal.

Buffalo advices are that there is some stir in hard coal circles on account of the ending of the strike in the anthracite fields, and as evidence of this the shipments by lake are more than treble what they were the week preceding, amounting to 24,710 tons, distributed as follows: Milwaukee, 9,800 tons; Duluth-Superior, 8,000 tons; Chicago, 4,000 tons; Hancock, 1,250 tons; Lake Linden, 1,050 tons, and 610 tons soft coal to Port Colborne Freight rate, 30 cents. It is remarkable how well the shippers have taken care of the local and lake trade, considering there was little surplus coal.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

OCTOBER 31, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.75@4.00	\$4.25	\$4.50	\$4.50

STEAM SIZES.

Pea	\$ 3.00
Buckwheat	2.50
Rice	1.75@2.00

AVERAGE RETAIL PRICES.

White Ash	\$5.50@5.75
Pink Ash	5.75@6.00
Red Ash	6.25

The anthracite coal trade has shown little evidence of active resumption since the close of the strike at the mines. Indeed, everybody seems to be more interested in preparing for new business, as it is not thought there will be much coal coming forward for another week, at least, and as there does not appear to be any rush of orders, the market, as one operator puts it, is in a convalescent condition. In the meantime, however, the trade is getting in excellent shape and the first wave of cold weather will undoubtedly bring in a rush of orders that will tax the ability of the producer to fill. There are practically no stocks of coal in first hands. The entire tonnage is not believed to be over 75,000 tons, as the few concerns who have had any coal to sell are now pretty well cleaned up and the balances left will no doubt be shipped before fresh supplies arrive. Reports from the retail trade also go to show that they have but little stocks left and a few days of cold weather, or the resumption of the usual buying from the consumer, would force them into the market. With the present mild weather, however, the dealer is holding off until the last moment with the belief that when coal again is produced in quantity a reduction in price will be forthcoming and the idea is that this policy will be pursued by the buyers for some time, though it is not likely to result in any material benefit to them, as with the shortage of miners, a full production will not be possible for some months and, on the other hand, the increased cost of mining by reason of the advance in wages will necessitate a pretty close adherence to the new schedule. The new prices which went into effect the first of the week are as follows: Broken, \$3.75; egg, \$4.25; stove, \$4.50; nut, \$4.50; pea, \$3.00, and buckwheat, \$2.50 per ton, all f. o. b. New York. The Philadelphia & Reading and Lehigh Valley circulars show an advance of 25 cents in broken coal over these prices, making their price \$4.00 per ton for this size. This is considered a very conservative advance for maximum figures, and it little more than covers the additional cost in production and transportation and it is not thought it will affect the amount of consumption in the least, as the extra 25 or 50 cents can be but little to the average consumer, whose sympathies were with the miner in getting the concessions made them, and who have been the only gainers. With the strike out of the way, we have still to contend with the aftermath in the settlement of the minor grievances by arbitration, which may lead to complications unless handled very carefully, as already we hear of demands made by the men that were not part of their original grievances.

In the Atlantic seaboard soft coal trade the condition is much easier than it was, and there seems to be plenty of all but the very best coals, and even they, through better car supply, are in a stronger position to supply their customers than for months past. Only the higher grades of coal have not caught up with the orders that were behind hand, and the whole trade is on a very much better plane than for some time. The car supply has improved materially and has brought the view in some minds that this occurring just when it is expected that the anthracite miners were going back to work, the short coal supply to the bituminous trade was brought about by a policy of the main-line roads to restrict the soft coal tonnage to such an extent that inroads on the anthracite trade, while it was at a standstill, should not be made. People in the bituminous trade think this was a false deduction on the part of the laymen railroad operators as they do not believe that the soft coal trade can take away trade from the anthracite operators on account of the particular and peculiar uses and effects of the two different coals. It is to be hoped that the car question has been relieved to a fair extent, anyway, as it put the soft coal operators in an embarrassing position as to their contracts made earlier in the season. The one part of the trade that is pushing for coal more than another at present is the shoal water port trade. The stocks on hand on this class of trade at this time of the year should be nearly the entire season's supply, whereas, in a number of cases it is not believed that they have more than half of what they consider their needs. However, it is always a scramble each year at the end, and nearly everybody has hopes that the entire supply will be gotten into quarters before ice makes.

Trade in the far East is active and calling for a fair amount of coal, though easier, to some extent, from what it was. Trade along the sound is in great demand for coal and appears to be shortest of any of the consuming territories. New York harbor trade is easy, though consignees are giving long notices of their wants, showing that they have ideas of a possibility of getting coal. All-rail trade is taking all the coal that is allowed them of the better grades, and filling up with the poorer grades, of which there is less difficulty in procuring. There is little inquiry from abroad, but shipments continue regularly to these points.

Transportation from mines to tide is much better than it was, reaching up to within one or two days of schedule; car supply is running from 75 per cent to a full allotment. This full allotment being the first time for weeks, if not months. In the coastwise vessel market large vessels are in good supply; smaller craft very short. We quote on the former as follows: From Philadelphia to Boston, Salem and Portland, 70 cents; Providence, New Bedford and the Sound, 60 cents; Wareham and Bath, 80 cents; Lynn, 85@90 cents; Newburyport, 95 cents; Portsmouth, 75 cents; Dover, \$1.25

and towage; Saco and Gardiner, \$1.05 and towage; Bangor, \$1.00. The further lower ports are 10 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia \$2.25-2.50 on the cheaper grades, and \$2.65-3.00 on the better grades. New York harbor, \$2.50-2.75 on the cheaper grades and \$2.75-2.90 on the better grades of coal. Alongside prices, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

NOVEMBER 1, 1900.

There is, of course, a stir in the hard coal offices on account of the practical ending of the strike, but it will be some time before there is any more business on that account. The clerks will not need to take their feet off the desks much for some time yet.

Some of the salesmen who cover the Western trade that is dependent on lake shipments are of the opinion that it will not be worth the while to go out at all again this season. They say that the lakes will be closed by the time anything can be taken through from the mines to points away from the lakes.

There is no change in the local price of hard coal, which has been about even 75 cents higher than it was before the strike. No outside sales have been made yet, though in another week there may be some. Certain local papers which are always engaged in upholding the interest of the poor consumer, against the grasping monopolist, are now saying that they do not really expect any prices that are lower than before the strike. So innocent.

The shipments of coal by lake have really begun to jump up already, though all in anticipation of the coming supply, for there will not be anything in for some time yet. The amount shipped for the week is 24,710 tons, considerably more than for any week since the strike began. The distribution is as follows: Milwaukee, 9,800 tons; Duluth-Superior, 8,000 tons; Chicago, 4,000 tons; Hancock, 1,250 tons; Lake Linden, 1,050 tons; Port Colborne (soft), 610 tons.

There is no change from the rate of 30 cents to principal ports and cents to Portage Lake.

Taken altogether, it is remarkable how well the shippers have been able to take care of the local trade and at the same time have a little for the lakes, especially when it was not supposed that there was any surplus of the outset.

The new hard-coal circular advances Buffalo prices 50 cents from the circular of July, but reduces the strike prices, which have prevailed since September 19th. Following are the wholesale figures: Grate, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.75, all per gross ton on board cars at Buffalo or Suspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagon.

About the warmest October on record, and again we hear from the outside dealer in the following cheerful vein: "This summer weather is pleasant for country drives, picnics, fishing, golf, tennis and other outdoor sports, but it is not good for hard cider, hickory nuts, pop corn, or COAL."

D. L. Tuttle, sales agent of the Philadelphia & Reading Coal & Iron Co., gave an address before the Central Y. M. C. A. last Sunday, in which he formulated some of his impressions of the international conference of Y. M. C. A. workers, at Philadelphia, last month, to which he was a delegate.

Henry C. Collins, of the firm of S. B. & H. C. Collins, extensive coal dealers of Jackson, Mich., was in Buffalo this week, looking after shipments. He visited the Pan-American grounds, and, though he was connected with the World's Fair at Chicago, he was not only delighted, but astonished, over the wonderful achievement, even at this stage of the work.

Soft coal is much easier than last week. Shortage of cars has cut down the receipts from Pittsburg, but everything is easy from other centers. There is prospect of a surplus soon at this rate.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; medium run, \$2.30; slack, \$1.00; Blossburg smithing, \$3.00, all per net ton from car; steamboat fuel, \$2.80, delivered on board; Connellsville coke, \$4.15.

The Pittsburg & Buffalo Co. is now turning out coke from the production of its White Rock mine in the Allegheny valley. Vice President Thomas Jones is taking in Buffalo this week for a conference with Local Agent Morlock.

SAN FRANCISCO, CAL.

OCTOBER 27, 1900.

During the week there have been three arrivals of coal from British Columbia, with 9,196 tons; three from Washington, 10,600 tons; two from Swansea, 6,757 tons; five from Australia, 16,492 tons; total, 45,415 tons. The generous deliveries this week will enable the jobbers to place some coal in the yard, which they have not been enabled to do for several months past, as has been taken direct from ship's side immediately on arrival here, to consumers. There have been five cargoes from Australia this week where none may arrive next week; all of these now here were placed, long since, at prices which cannot now be duplicated. Present cost of coal and ruling freight rates make the delivery price here higher than any consumer is willing to pay. Washington and British Columbia collieries are in a position to increase their output, so as to meet all probable requirements locally provided carriers shall be obtainable, and the present outlook is rather favorable for the government to relinquish a number of their steam transports this winter.

By estimates carefully made at the local oil exchange, the amount of crude fuel oil which will be extracted from wells in California, during 1901 will reach 4,600,000 barrels. Of this, 2,400,000 barrels will be produced north of Tehachapi, and 2,200,000 barrels south of Tehachapi. When it is figured that the above amount of oil means the displacement of over 950,000 tons of coal for steam uses, it will cause colliery owners to do considerable refiguring.

Mr. J. C. Hattendorf, Roselle, Ill., was in Chicago this week, circulating among the coal trade.

CHICAGO MARKET.

With few exceptions the anthracite operators started up their coal mines in Pennsylvania on Monday and Tuesday, this week, but delays and interruptions will be the rule rather than the exception. It could hardly be otherwise, after a shut-down of six weeks. There is also some scarcity of good miners, and this will also retard operations, so that the output for at least ten days or two weeks will be much less than it would be under normal conditions. This being the situation, little or no newly mined anthracite will be received at Western points until about the middle of the month. Then, again, there are almost sure to be stoppages on account of disputes arising from misunderstandings in regard to redress of alleged grievances, which will tend more or less to minimize the production. However, it is stated that full time will be made at all mines, so as to produce all the coal that is possible, in order to make up for the lost tonnage and, in furtherance of this, it is quite probable that the question of percentage of allotments will be ignored and all the anthracite possible to get out will be shipped to the various distributing points, West as well as East.

The car shortage in and around Chicago is becoming more serious each week and, with some railroad systems, it is becoming critical. Not a few traffic officials admit that the situation is grave, and they look for little relief on this side of the holidays. Under these conditions country dealers must not wonder why their orders for coal of any kind are more or less delayed.

Anthracite is very quiet at wholesale or in a jobbing way, and can be counted for in several ways. The abnormally mild weather, and the knowledge that the mines are in full operation has tended to further quieten an already quiet market. Just as soon as coal begins to move westward, by river or lake, salesmen will again be put on the road, and some have already started out, as there is still a large tonnage to be sold in the towns and suburbs within a radius of a few miles from the city. There is a strong probability that the present inactivity will remain a feature until the temperature becomes colder. Prices continue firm and steady, at \$6, wholesale, for domestic sizes and \$5.75 for broken. Retail trade has been excessively dull, even for a warm October, and will undoubtedly remain so during the continuance of warm weather. The per ton price is \$7.

Soft coal is not only exceedingly dull in the city and suburban towns, but prices are decidedly "off color" on nearly all varieties excepting that produced in the Eastern and Southern States. On these some degree of business is noted, because the amount received is more in accord with the value of supply and demand. Whether there will be a clash between the mining engineers and operators of Illinois and Indiana at their meeting, at Danville, Ill., November 2nd, is a matter of uncertainty. Should there be trouble it would mean a stoppage of practically every shipping mine in the two states. The condition of trade outside of and beyond the influence of Chicago is in much better shape than it is locally, very largely on account of the accumulation of coal on track. This, however, refers solely to the product of Western mines. It is quite understood by shippers and dealers that a week colder weather would very materially change the situation, and that instead of a surplus there would be a positive shortage of soft coal.

Coke exhibits little change, and the quietude is becoming onerous, as inquiry continues light.

CONNELLSVILLE, PA.

OCTOBER 30, 1900.

There is little to be said for the coke trade of the Connellsville region. It hinges, to a great extent, on the election. At present it is keeping up remarkably well considering the dull condition of the industries on which it is dependent. Democratic national success would not help the coke trade, while McKinley's re-election, on the other hand, would undoubtedly bring with it a reaction in business sufficient to rouse the iron market from its lethargic condition. In the past week some inquiries have been made for furnace coke at a little over \$2.00 a ton for extended delivery. These offers were not to commence at once. As previously stated in the Courier, coke operators are chary about taking low-price contracts. Their sentiment is always good. The coal does not suffer by its not being mined readily and the plants can better afford to be idle than sell coke at a small margin of profit. If the coke men adhere to their recently expressed determination to make low-priced coke a thing of the past, there will be few contracts made for coke at \$2.00 a ton. The production and output of the region does not give evidence of any new contracts having been made.

Furnace coke is quoted at \$2.25@2.35, and foundry coke at \$2.50@2.75. These figures are for standard Connellsville.

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
Cincinnati, O.....	1.90	To Baltimore.....	2.25
Toledo, O.....	2.25	To Boston.....	3.50
Columbus, O.....	1.55	To Montreal, Can.....	3.91 1/2
Elwood, Ind.....	2.50	To New York.....	2.95
Louisville, Ky.....	2.50	To Philadelphia.....	2.25
Chicago, Ill.....	2.50		

PHILADELPHIA, PA.

OCTOBER 29, 1900.

Notwithstanding that the mines have resumed operations and strike prices are now a thing of the past, the dealer seems disposed to hold off and is exercising considerable caution in placing any orders for coal, and the demand will do doubt be largely gauged by individual requirements throughout the winter for fear lest an unwise production may affect the prevailing prices and cause a sudden drop that would be disastrous to those who had any large stocks on hand. While this policy is a commendable one on the part of the buyer, yet we must not lose sight of the fact that the market is a month behind in tonnage, and, with the shortage of miners, the companies are not likely to catch up for some months to come. This may cause a shortage of coal, through the inability of making prompt shipments, to those dealers buying entirely from hand to mouth when an active demand sets in, which must come shortly, as stocks are practically bare at all points. Few orders for shipments have been placed so far, though there is considerable inquiry as to prices and to when new supplies will arrive. Producers, however, are making few promises, as they have more business in sight than they can take care of, and as it is not likely that the mines will get back to normal activity, for another two weeks they do not care to obligate themselves so far ahead. The Philadelphia & Reading announce that their prices f. o. b. mines will be the same as per circular No. 32, of October 17, which is as follows on free burning white ash coals: Broken, \$2.75; egg, \$3.00; stove, \$3.25; nut, \$3.25; pea, \$1.75; buckwheat, \$1.25. The other companies have made the same prices. For shipment beyond the capes the prices are \$3.75 for broken, \$4.00 for egg and \$4.25 for stove and nut, free on board.

The soft coal trade appears to be a little quieter than it was, especially on the poorer grades, which are in much better supply, due to the larger supply of cars and quicker transportation from mines to tide. The higher grades, however, are still in strong demand and, as yet, have not been able to catch up much on their back orders. The shoal water port orders continue to be the most urgent, as most of them are still very short of coal and the time before ice makes is limited. This is taking much of the tonnage that would otherwise go to the outside consignee and, until the shoal water trade is more fully provided with stocks, the other people will be obliged to get along on about the present basis of shipment. The trade generally, nevertheless, is in much better shape, and consumers, where they are unable to get the quantity of the better coals they desire, are putting in the next best grade obtainable, in order to have some little stocks ahead. The far East is calling for a good deal of coal and is getting proportionately more to their demands than the Sound trade, which seems to be still very short. All-rail trade is good and fair shipments are made on it. Export trade is quiet, though regular shipments are going forward on it.

Transportation from mines to tide is much improved and is up to nearly schedule time. Car supply is running up to nearly a full allotment. In the coastwise vessel market small vessels are scarce and in demand, larger craft plentiful, and quotations on this class from Philadelphia are as follows: To Boston, Salem and Portland, 70 cents; Sound ports, 60 cents; Wareham and Bath, 80 cents; Lynn, 85-90 cents; Newburyport, 95 cents; Portsmouth, 75 cents; Dover, \$1.25 and towage; Saco and Gardiner, \$1.05 and towage; Bangor, \$1.00.

TACOMA, WASH.

OCTOBER 29, 1900.

Statement showing coal shipments from Tacoma during August and September, 1900, as reported by Mr. J. S. Whitehouse, secretary chamber of commerce and board of trade:

AUGUST, 1900.

	Tons.
San Francisco	46,646
Honolulu	2,721
Alaska	7,080
Hawaii	1,975
Total	58,422

SEPTEMBER, 1900.

	Tons.
Honolulu	3,144
San Francisco	35,100
Alaska	3,536
	41,780
Grand total	100,202

The following cargoes of coal were shipped from the port of Tacoma during the week ending October 27:

Ship.	Tons.	Destination.
Berlin	2,500	San Francisco
Progresso	3,260	San Francisco
Czarina	1,350	San Francisco
Gatherer	2,350	San Francisco
Mineola	2,000	San Francisco
Total	13,460	

The high price of charters prevents larger shipments to California points and Hawaii. The latter country became a consumer of Washington coal only about a year ago, but it has proven so satisfactory that when charters resume their normal rate the yearly consumption will amount to 250,000 tons.

All mines are being worked to their limit and new mines are being opened, and there is a demand for coal miners. Very truly,

CHAMBER OF COMMERCE, J. S. Whitehouse, Sec'y.

Articles for the incorporation of the Anthracite Coal Co., with a capital of \$1,000,000, have been filed with the secretary of state of West Virginia during the week.

SEATTLE, WASH.

OCTOBER 29, 1900.

Cargo shipments of coal from Seattle for September, 1900: San Francisco, 40,410 tons; Alaska, 1,812 tons; total, 42,222 tons. Increased railroad freight traffic and fuel for steamships is the main cause for the shortage of coal. The commerce of Puget Sound ports and the immense harvests of the state have given employment to all the equipment that the railroads could muster into service, and this has greatly increased the demand for coal. The lessened supply from Australia to California has caused a heavy call for fuel from that state, notwithstanding the enormous and increasing consumption of oil as a steam generator. The Hawaiian Islands have also been supplied with a large amount of coal, so there need be no wonder why there is a scarcity of coal in this state.

CINCINNATI, O.

OCTOBER 31, 1900.

The prediction in last week's report that the retail dealers would lower the price 25 cents a ton has been verified by later developments. The shipment of coal from the Kanawha river amounted to about 3,000,000 bushels, and, to a certain extent, put the river dealers on their feet again, and will probably last the trade ten days or two weeks. Many of the dealers have been holding back large numbers of orders, and now that there have been rather liberal receipts, the people who have ordered their coal will want it before there is any very bad weather. The coal exchange has set \$3.00 as the retail price of soft coal in the city proper, and \$3.25 a ton on the hills and for long hauls. Ohio coal sells for 25 cents a ton less. Pocahontas and New River bring \$4.00 and \$4.25 a ton delivered. The demand for steam coal continues excellent, notwithstanding the uncertainties and disadvantages of politics, and with the exception of shops producing machine tools, all the factories and shops seem to be running up to their capacity. Nut and slack is a little easier on account of being produced in greater quantities by the greater tonnage in lump coal making more screenings, but the price is unchanged from \$1.75 a ton on tracks. The standard qualities of lump sell for \$2.50 a ton by the car load. River coal is not being offered on the open market to any extent, but is worth 8 cents a bushel afloat in barges. River nut and slack is quoted at 5@5½ cents a bushel.

KANSAS CITY, MO.

NOVEMBER 1, 1900.

Up to the present time there has not been a freeze or a killing frost in this section of the country. Fruit trees are in blossom, the grass is green and fresh as well as knee deep, hydrant water is tepid, the mosquitoes are in their childhood, fish worms are wandering around on the face of the earth and the Israelite, with his stock of overcoats, is in the dumps.

That all coal should not be a drug on the market confirms all that has been said about shortage of men, cars and all that goes to make an output of coal. Still, southern Kansas coal and block coal are in good request, and prices are firm, at the highest prices of the season.

Arkansas semi-anthracite coal, for the last week, has been slow and weak, and unusual concessions have been made to move coal on track.

Arkansas anthracite is still scarce and strong, and many August orders still await filling.

It is reported that natural gas has been struck in a well in Kansas City, Kan., at a depth of about 600 feet. Parties have been prospecting for some time with a belief that gas in paving quantities will be found.

Dissatisfaction still exists among the miners at Leavenworth. They claim that they are being made to work ten hours instead of eight, as agreed, and that their coal has been advanced to them from \$2.35 to \$3.50 per ton, and threaten to come out again if these things are not fixed to their liking. The Mid-State Coal Dealers' Association have framed a bill for introduction in the next legislature of Kansas compelling railroad companies in that state to accept destination weights on coal less an allowance of 2 per cent for shrinkage.

PITTSBURG, PA.

NOVEMBER 1, 1900.

The river men are anxiously waiting for the chance to send southward one of the largest shipments of coal that ever left here, and, as the Southern markets are practically denuded of Pittsburgh coal, it will be welcomed there—in fact, they are just as anxious to receive it as the river combination is to get rid of it. Cars continue to be a scarce quantity, and this alone prevents the shipment of a record breaking tonnage.

A syndicate, known as the Hamilton Coal Mining Co., of Philadelphia, has purchased the coal mines at Cragdell Station, on the Allegheny Valley Railroad, about three miles north of New Kensington. The company proposes to operate on an extensive scale, and by January 1 give employment to 250 men. Over 1,000 acres were included in the deal. R. A. Caldwell, of Tarentum, is local manager.

Joseph W. Barnes, of Uniontown, Pa., has been acting as agent for some Uniontown parties and has been buying large tracts of coal land in Greene county, and is at present buying land in Harrison county. This country around Morgantown will be covered with a network of railroads in a short time. Richard Kenney, of McKeesport, is engineering a deal for the Cambria Iron Co. for the purchase of extensive coal fields in St. Clair township, Westmoreland county. The consideration is \$200 an acre.

The Donohoe Coke Co. has a new plant approaching completion on the Crabtree branch in Westmoreland county, one mile from the Alexandria coke works, where 300 ovens will be built, 120 of which are in operation now. A \$50,000 coal washer is used. Houses for 100 families have been completed, and a village established. The plant will be supplied with water from its own reservoir. The capacity of the plant is 1,000 tons daily. William A. Wilson is general manager, and John P. Donohoe superintendent.

ON THE WING.

Mr. James Duncan, Alton, Ill., made a round of pleasant visits to many offices of the coal trade in Chicago this week.

Mr. Jesse Stevens, of Jesse Stevens & Co., Fairbury, Ill., was in Chicago interviewing the wholesalers of coal this week.

A new Illinois corporation is the Stevens-Turner Coal Co., Chicago; capital stock, \$25,000; incorporators, W. D. Turner, J. E. Stevens and Turner Pierce.

A new Illinois corporation is the Fisher Coal & Coke Co., Chicago; capital, \$5,000; mining and operating of coal mines; incorporators, B. R. Hieronymus, B. W. McCullough and James S. Fisher.

At several of the big collieries in the anthracite regions there has already occurred trouble, and it is quite probable that the men may be more or less fractious and apt to kick at trifles before they settle steadily to work.

The Philadelphia & Reading announce to their line and city trade that the prices for shipment during November, 1900, will be as per circular No. 32, of October 17, 1900, and that all unfilled October requisitions will be cancelled.

A New York paper says: "Notwithstanding the anthracite coal strike, the Pennsylvania and Reading roads are hauling as much coal as ever. While anthracite shipments have been suspended, traffic in soft coal has made up the tonnage."

Mr. John J. Hayes, miners' agent and shipper of coal and coke, Western Union building, Chicago, has issued his monthly calendar card for November and December. It is embellished with the half-bust picture of a happy looking negro boy.

The earnings of the Columbus & Hocking Coal & Iron Co., for the six months ending September 30, 1900, show a net gain of \$36,518 over the corresponding period of last year with an increase in coal tonnage of 105,862 tons for the same period.

Coal exports from Philadelphia up to the present show a material increase over the same time of 1899. The tonnage to date from this port is 634,351 tons, valued at \$1,660,889.62. The shipments last week were 12,242 tons, valued at \$32,184.60.

It is reported that the Chesapeake & Ohio railway, in connection with Eastern capitalists, will build a fleet of twenty five-masted schooners to handle its growing coal business in this and foreign markets. The cost is said to be about \$2,000,000.

The national government of Brazil, according to United States Minister Bryan, at Petropolis, is considering the advisability of importing United States coal for the establishments under the control of the ministries of industry and the navy.

Messrs. Lamb and Arral, who have been the agents for the Chesapeake & Ohio Coal & Coke Co., in Newport News, for the past six months, have just been appointed agents for the Tweedle Trading Co., coal and coke dealers, whose headquarters are in New York City.

A correspondent at Sundance, Wyo., reports that representatives of a large Illinois coal company have been inspecting the coal fields west of that city with a view to investment. It is understood the company has been given an option on a large tract of valuable coal lands.

Mr. W. W. Backman, 355 Dearborn street, Chicago, the well-known coke and pig iron agent, after a visit to his old home, in Cincinnati, took a trip to the blast furnaces and coke manufacturing regions in Alabama. He was away about ten days and returned last week.

A meeting of the steamship Bunkering Association was held last week but no action was taken in regard to prices, though it is understood these will be named at another meeting, to take place this week. The figures that seem to meet with the greatest favor are \$3.00 a ton alongside at New York and \$3.00 trimmed in bunkers at Philadelphia.

Advices are that the briquette coal factory, under construction at Stockton, Cal., will be ready for business by the new year if the machinery arrives on time from the East. The coal dust from the bunkers and accumulating at the Tesla mine will be utilized in making the briquettes.

**

It is stated that no less than thirty-seven of the thirty-nine anthracite collieries operated by the Philadelphia & Reading Coal & Iron Co. are running to full capacity of men and machinery, and it is presumable that all the other big producers are doing the same without restriction.

**

The Lehigh Coal & Coke Co. West Superior, Wis., with the six ovens recently rebuilt and put into blasts, now have 114 coke ovens in operation. Capt. Doty, president of the company, states that the demand at present is greater than the supply, and that they cannot accumulate stock.

**

Mr. I. W. Copelin, who is an extensive handler of anthracite and bituminous coal and coke, Toledo, Ohio, was in Chicago this week comparing notes with prominent members of the coal trade. He also found time to make a pleasant call at the offices of the BLACK DIAMOND.

**

The new officers of the reorganized Riverside Coal Co., Saginaw, Mich., are as follows: President, Hon. Peter Herrig; vice president, Charles Henning; secretary, Alex. Zagelmeyer; treasurer, Otto F. Richter. The board of directors consists of the above named officers and J. W. C. Pendell.

**

It is understood that the Mexican Central railroad has closed a contract for 100,000 tons of soft coal with Madeira, Hill & Co. The coal shipped on this contract is West Virginia gas coal. The railroad is taking only about half its requirements from this market this year, as it is using a quantity of Mexican coal.

**

Mr. E. J. Corbett, Detroit, Mich., sends out a large private mailing card circular, which shows a happy faced man laughing. Underneath is the word "Satisfied." The printed matter tells why the man is satisfied and demonstrates a few varieties of coal which give a "pleased expression" to any dealer handling them.

**

An official of the Pennsylvania railroad says that the company soon expects to be an important factor in the carrying trade of the great lakes. To that end contracts are about to be placed for building of three 5,000-ton steamers for passengers and freight, and it will probably be followed by more. They will fly the flag of the Anchor Line.

**

Mr. Joseph Martin, general manager of the Parke County Coal Co., Rosedale, Ind., was in Chicago this week, and, in conversation with the writer, remarked that peat is being sent from Ireland to England to be used as fuel. As will be remembered, he recently returned from a trip to the "Old Country," and saw the peat in use.

**

The export coal trade is justifying all predictions that have been made by returned travelers. During the first three weeks of October orders aggregating upward of 1,250,000 tons were received by American agents from buyers in London, Paris and Brussels, while a number of important inquiries were withheld, owing to lack of vessels.

**

Today, Friday, November 2, there will be a joint meeting of the coal operators and hoisting engineers of Illinois and Indiana, for the purpose of formulating and considering a scale of wages for the ensuing year. The engineers have asked for increased pay and an eight-hour day, both of which propositions are viewed unfavorably by all operators.

**

In the issue of the BLACK DIAMOND of October 27, page 508, appeared an article, "Richest Coal Fields in the World," typographical errors were made in the thickness of the anthracite coal veins, 100 and 200 feet, which should have read 10 and 20 feet. Anyone acquainted with the formation of coal would have noticed that there was a cipher too many.

**

Mr. C. F. Evans, of Columbus, Ohio, and a large coal operator of that state, was in Tacoma, last week, enroute to San Francisco, Cal., to visit his son, who is recovering from an illness contracted in the Philippines. He has been looking over the coal mining districts of the state. Mr. Evans may conclude to invest and develop some of the coal properties.

**

According to our Philadelphia correspondent, the Philadelphia & Reading Coal & Iron Co., last week, released 300 cars of Lykens Valley anthracite, which had been held on track for emergency purposes, and distributed it among its customers having the most urgent need of the coal. This was after resumption of work at the mines had been fully determined.

A cablegram from Strasburg, Germany, says: "On account of the enormously high price of coal the municipal authorities of Strasburg, Colmar and Muelhausen have resolved to purchase in large quantities and sell to the poorer people at cost. Thus soft coal will be rendered in small quantities at 35 marks (\$8.33 a ton), and anthracite at 44 marks (\$10.47).

**

The Berwind-White Coal Mining Co., of Windber, will soon have three new mines opened near Foustwell, on the Somerset & Cambria branch of the Baltimore & Ohio railroad. The Pennsylvania Railroad Co. will extend its branch, which now reaches from South Fork to Windber, on through from Windber to Foustwell, and the coal will be taken away over the branch.

**

Mr. J. S. Van Epps, Cleveland, Ohio, agent of the Delaware & Hudson Co., producers of Lackawanna anthracite coal, in his new circular, quotes the opening prices on cars at Buffalo or Salamanca, N. Y., grate, \$4.75; egg, stove and chestnut, \$5 gross ton. Mr. Van Epps adds that "these quotations represent an advance of 50 cents per gross ton, all sizes, over the July circular."

**

A meeting of the operators and miners of the Danville, Ill., coal district was held on Thursday, November 1, to discuss mutual interests. The Illinois officers of the U. M. W. of America were present, together with the executive committee. The operators there were Messrs. J. H. Garaghty, G. P. Sandmeyer, M. Kelly, O. L. Ridgley, Bernard Himrod, J. E. Windsor and Supt. Halbert.

**

The Beck-Walker Coal Co., Century building, St. Louis, Mo., shippers of anthracite coal and operating Paisley, Royal, Summit and Johnson bituminous coal mines, in Illinois, are mailing to their friends and patrons a neat aluminum hand blotter holder. The metal is handsomely stamped with the name and address of the firm and has the bust and head of a young girl in the center.

**

The Alaskan Magazine for October contains a capital picture of White Horse, Yukon Territory; Annual Visit of the Czar and Czarina to Darmstadt; The Oxygen Trust; A Glimpse of Cathay; The West to Dominate the East; Atlin a Surprise; History of Coal and Our Inland Sea. It is published by Percival de Wolf Whitehead, 212 Monroe street, Chicago, at a yearly subscription of \$1.

**

At a meeting of the stockholders of the Anthracite Coal Co., held in New York City this week, the following directors and officers were elected: Directors, W. E. Pedrick, Charles C. Tegethoff, S. Hallino, William Bond Skerton and Frank P. Hoffman; officers, W. E. Pedrick, president and treasurer; R. L. Cerero, secretary. The Farmers' Loan and Trust Co. was appointed register of the stock.

**

New York advices are that further inquiries for bituminous coal continue to come from abroad, especially from France and Italy, though German buyers are also represented. Just how much business has actually resulted it is hard to say, but the amount of sales must be very considerable. Russia may also purchase a good tonnage, though much depends upon the freight and available vessels.

**

According to the Dispatch of Richmond, Va., "the Richmond Coal Mining and Manufacturing Co., operating coal mines at Gayton, in Henrico county, upon the petition of one of the Boston bondholders, has been placed in the hands of a receiver. The president, Ware B. Gay, was designated to act as receiver. The Richmond Coal Mining and Manufacturing Co. is composed principally of Boston men.

**

A mortgage for \$400,000 in favor of the Land, Title & Trust Co., of Philadelphia, and against the Clearfield Coal & Coke Co., of the same city, was recorded during the week. The mortgage covers 6,532 acres of coal land in Blair and Cambria counties and the entire town of Frugality, which is owned by the corporation. Many coke ovens will be constructed by the Philadelphia capitalists who control the company.

**

The International Magazine for November is full of good reading, while the illustrations are, as usual, excellent. Its readers should not fail to note the offer made by its editor and proprietor, A. T. H. Brower, on pages 2 and 3, "A Dignified Educational Contest," for subscribers of the International Magazine. This is a rational and dignified educational contest in which every thinking man and woman may participate with benefit and absolute propriety. This magazine is essentially a trade magazine, and its articles are unsurpassed by any periodical. Its several departments are unique and entitled, "In Other Magazines," "From Abroad," "Travel Notes," "Current Words" and "Stage Folk." Generally there is also running a course of lessons in some foreign language, the pronunciation being taught by means of the talking machine. Subscription price is \$1 a year, or 10 cents a copy, and it is published at 350 Dearborn street, Chicago.

Mr. George Haiss, of New York, manufacturer of coal handling machinery and steam shovels, reports a very active business. Indeed, he has had more than he could attend to of late, which speaks well for the prosperity of the coal trade. Mr. Haiss has just completed a large coal plant at Albany, N. Y., for W. G. Morton. This plant has a capacity of 20,000 tons and is probably the largest elevating coal pockets in the state.

Mr. John Murray, of John Murray & Co., and Mr. John J. Hayes, both of Chicago, returned on Monday of this week, after an eight-days' sojourn at French Lick Springs, French Lick, Ind. Both of the coal men are looking and feeling much better for their brief rest and respite from business. The writer is in receipt of an excellent photograph of the two gentlemen, taken together and in the open, at the edge of the timber which fringes that pleasant and rather exclusive sanitarium.

The monthly circular calendar card of the Sunday Creek Coal Co., Columbus, Ohio makes the following quotations f. o. b. mines: Lump, \$1.50; steam lump, \$1.40; run of mine, \$1.35; domestic nut, 85 cents; steam nut, 75 cents; pea and nut, pea and slack, 60 cents; coarse slack, 40 cents, and fine slack, 25 cents. Box cars 10 cents per ton additional. Mr. J. H. Winder, secretary of the concern, is to be congratulated on the great variety of colors displayed. The center-piece shows wild ducks in flight, just rising from a shallow lake.

The Macomber & Whyte Rope Co., 19 and 21 South Canal street, Chicago, who carry a large line of wire rope, Manila rope, etc., and make a specialty of mine and mining supplies, have issued a private mailing card circular, which is novel. It illustrates, in colors, a couple of American citizens separated by a tight board fence. The fat negro boy says to the negress, "No, ma'm. I ain't seen no stray rooster over heah." Projecting from beneath his coat is a feather, which, on being pulled out, tells its own story. Our readers are invited to send for their big calendar for 1901.

Our Pittsburg correspondent reports that contracts aggregating over \$100,000 are awarded to Pittsburg and Cleveland manufacturers for mining machinery for British Columbia, and were placed by W. R. Wilson, formerly of Pittsburg, now of British Columbia Mining Co., Crow's Nest Pass. Two years ago Mr. Wilson was superintendent of Ridgeway Bishop Coal Co., which was absorbed by the Pittsburg Coal Co. He placed a contract with the Phillips Mine & Supply Co. for screening plant machinery worth \$15,000.

The salesmen and clerical staff of Coxé Bros. & Co., incorporated, Chicago, turned out in full force, with the other occupants of the Rookery building last Saturday, October 27, at the great industrial, commercial and sound money parade, and was comprised of the following: W. H. Comstock, M. F. Shannon, G. H. Merryweather, G. H. Count, J. W. Slater, Charles Wilkins, H. W. Foyan, Capt. De Forest Pomeroy, E. L. Matthews, F. A. Brahm, F. G. Gregory, Fred Stanley, G. Simon Baxter, A. A. Newton, Deacon Green, Michael Lansdon, G. W. Stewart and Harry Potter.

Mr. Edward H. Coxé has accepted a position with the Jones & Adams Co., as general superintendent of their mines, located at Springfield, Ill., and at Danville, Ill. Mr. Coxé has had considerable experience in connection with the operation of mines. He is a graduate of the Lehigh university, was chief engineer for the Sunday Creek Coal Co., in the Hocking valley, for four years, and about two years ago was made superintendent of the Boomer Coal Co., at Boomer, W. Va. He is still in charge of this property, but expects to take charge of the Jones & Adams Co.'s mines on the 15th of November.

A correspondent at Tacoma writes that a device is being tested in the furnaces of the Pacific Cold Storage Co.'s plant there, which, if it accomplishes all that is claimed for it, will dispense with the services of many stokers on steamboats and by its means it solves the problem of cheaper navigation. The principle on which it is operated is that of feeding the fire by means of a forced draught carrying pulverized coal from a hopper through a gate which works automatically. The machine can be placed in a steamboat or any other place where generating apparatus is used. Beyond keeping the hopper filled with coal, no firing is required.

A new role for four Russian nihilist miners, near Connellsville, Pa., was that of highwayman, who held up and shot to death William Hosler, paymaster of the Southwest Connellsville Coke Co., on Tuesday, October 30, on a road between Pittsburg and Alverton. One of the gang was shot dead in a battle with Hosler and his companion, Harry Burgess. Another was killed by a posse of employees of the company, farmers and officers of the law; a third was wounded, since dead, while the fourth surrendered and is in jail at Greensburg. The two men were in a buggy carrying a small iron safe containing \$4,000, the pay of the men at Tarr and Alverton. Mr. William Hosler was one of the best known men of that region, a man of good connections, a relative of Charles Foote, president of the Federal Steel Co., and was, up to three years ago, a resident of Chicago.

THE COAL FEATURE IN THE INDUSTRIAL PARADE, CHICAGO, OCTOBER 27.

The great industrial and commercial and sound money parade in Chicago, on Saturday, October 27, was somewhat of a revelation as regards what many people think of national finances. It was a grand demonstration for a sound money policy, and as such was regarded a great success in all respects.

Not the least of the business callings represented was the contingent from the coal trade, under the leadership of Henry E. Weaver, marshal, who had for his aides, Charles A. Sweet, J. K. Dering, Charles B. Niblock and J. W. Thomas. The coal wagon furnished by the Weaver Coal Co., Chicago and New York, eulogistic of the qualities of Maryland smokeless coal, etc., was very handsomely decorated, and drawn by a splendid team of six white horses, whose trappings were resplendent with polish in honor of the occasion. The decorations of the wagon were bouquets of roses, holding in place the festoons of gold bullion fringe, which were displayed against a background of white with which the pedestal in the wagon was draped. Above all, on a long scroll, were the words: "American labor supplying coal to England, France, Switzerland and Italy. Other wagons in line, gaily decorated with bunting, were Lulmow's, Garden City Fuel Co.'s, Weaver's and others.

Those in carriages which were draped with "Old Glory" were Messrs. O. S. Richardson, J. H. M. Claggett, R. G. Waggener, the Burlington Coal Co., E. G. Lawrence, James Walden, John Pitcher, Herman Herlenza and Stephen Lawson. In another carriage were Cham. Lemmon, A. W. Kochendorph, R. O'Connell and John McGregor. The aides to Marshal Henry Weaver were the becoming and now famous Rough Rider Khaki uniforms, similar to those worn by the troopers who charged up San Juan hill.

RETAIL COAL DEALERS AND THE TYPEWRITER QUESTION.

There are comparatively very few retail coal dealers who are users of that modern time and labor saving device, the typewriter. There is a reason for this, and we think it has been simply a matter of cost. A retail coal dealer must be decidedly prosperous if he can afford to pay \$90 or \$100 for a writing machine. The Chicago Writing Machine Co., manufacturers of the "Chicago" typewriter, say that heretofore the cost of typewriters have been abnormally high, and that there is no special reason for it, except that the makers of the high-priced machines have to pay nearly half what the machine sells for to their agents as their commission on the sale. The "Chicago" is sold direct to the user by the manufacturer, and the exorbitant agent's commission is saved by the purchaser. This saving of the agent's commission allows them to sell their machine for \$35, a very reasonable price for a good typewriter.

In general terms, this machine possesses the requisites without which no typewriter can stand in the front rank.

The work presents a regular and even appearance, the writing is in sight during progress, it is performed by the smallest exertion on the part of the typist, and the speed attained is only limited by the skill of the operator, and in every case is greater than he can attain in any part of his work.

These features are common to none of the old-time typewriters, built upside down and designed to write in the dark. They are all essential to the hundreds of thousands of men who want to do their own typewriting and have no time to waste in the so-called "typewriting schools," which waste the time of their pupils over the old-timers. There is no art in typewriting, on a visible standard machine, which cannot be acquired in a week, and all the rest is a matter of practice. The price of the "Chicago" and the work it does should be the means of placing it in the offices of a great many coal dealers in the United States and Canada.

Manufacturing nations must have coal, because the black diamonds, when ignited, are the muscles of commerce. If England is compelled to ship her coal from this country she cannot hope to compete with us in manufacturing.

Our Seattle correspondent reports that the Corwin Coal Co., whose president, C. A. Cushing, is at present registered at the Brunswick, consider that they have solved the serious question of fuel for Alaska. They have secured a 7,000-acre tract of coal land near Point Lisbon, about 300 miles north of Nome. Mr. Cushing is en route for his home, in Boston, where he will organize a company with sufficient capital to develop the field and build the necessary tramways, wharves, etc.

Prices in the retail trade in New York City have not yet adjusted themselves to the new condition of things. Dealers generally are still asking from \$6.00 to \$6.50 a ton. Slates, however, are reported light, and it is thought that most of it will be cleaned up before new supplies arrive and permit them to make their new schedule of prices to conform with the wholesale list without any loss. While no action has yet been taken in regard to prices, it is thought the new figures will be on a basis of \$5.50 to \$5.75 a ton for free burning coals.

Our Pittsburg correspondent writes that a company is formed in that city with a capital of \$12,000,000 to operate iron and steel plants at Welland, Ontario, Canada, and to erect coke ovens and produce coal in the Monongahela valley, with the possible building of a new line of railroad from the coke works and coal mines to Lake Erie. The promoter of the enterprise is Captain W. S. Dent, and John S. Scully, the banker, is handling the financial end of it.

PRICE OF ANTHRACITE THIRTY-FIVE YEARS AGO.

The following letter appeared in the Evening Star, Washington, D. C., recently, and, excepting the inaccuracies in regard to trusts, is rather interesting at this juncture:

In view of the fact that the price of coal is booming upward, and people are complaining of its rise, it may be interesting at this time to compare the price of that article in this city thirty-five years ago and now. There (as the opponents of trusts assert) the word "trust," as applied to firms and corporations, was unknown; it was the era of small business firms, when anyone could embark in trade and make a success of it if he had pluck and industry. Perhaps in those days they did not have combinations of business, but whether or not, the people who bought had sometimes to pay dearly for some articles. What would we say if we had to pay \$16 and \$19 a ton for coal, the dealers making from 100 to 125 per cent? And yet it has touched those figures. Looking, a short time ago, over the reports of the board of trustees of Odd Fellows' Hall, Seventh street, this city, I was struck by the high rates paid for coal the last years of the war of the rebellion and later on. They are as follows:

September 9, 1864, four tons.....	\$64.00
January 5, 1865, four tons.....	60.00
February 15, 1865, four tons.....	60.00
October 21, 1865, four tons.....	56.00
February 6, 1866, four tons.....	56.00
October 3, 1866, eight tons.....	76.00
October 13, 1868, eight tons.....	76.00
December 30, 1870, two tons.....	17.00
February 15, 1871, to tons.....	17.00
January 19, 1872, two tons.....	17.00

I was told today by an old Washingtonian who was clerking for a coal dealer in this city in 1863 and 1864 that his employer in that year laid in 3,200 tons, at a cost of \$8 a ton, dumped into his yard, and retailed it at \$19. He cornered the market and charged what he pleased. But some will say, "Oh, those are war figures. Not all of them, for on October 21, 1865 (six months after the surrender at Appomattox), coal sold at \$14 a ton.

"There were no trusts in the good old days." No, there were not; but there were some ugly "corners," and men made fortunes out of the distress of their neighbors. Suppose there had been "trusts" in 1864 and 1865. If individuals at that time charged 100 per cent the greedy corporations would have gone higher. "There is nothing new under the sun." M. J. W.

AUSTRALIAN COAL.

Our Pacific coast readers will be interested in perusing the following, which is part of a letter received from Mr. John Plummer, Sydney, New South Wales:

At the present moment, when the demand for coal is larger than at any previous period of the world's history, the importance of the Australian supply has become generally recognized. Coal deposits exist in all the Australian colonies, the largest being in New South Wales, and the smallest in South Australia. In the former colony, according to Mr. Coghlan, the government statistician, the carboniferous formations extend over a considerable portion of its area, and workable coal seams have been discovered in many places. At present, however, the coal mining industry is confined to those centers which, from their close proximity to ports of shipment or the railway lines, afford ready means for the disposal of the commodity when raised.

The area over which coal is distributed is very great, and has been computed at 23,950 square miles; besides this, it is known to underlie the Hawkesbury sandstone in and around Sydney. Shafts are being sunk on the shores of Sydney Harbor to work a seam of coal, over ten feet in thickness, the existence of which was ascertained by a bore at a depth of 2,929 feet. A coal seam six feet six and a half inches thick has been found on the Moorbank estate, near Liverpool, at a depth of 2,583 feet. Coal has also been found in the Clarence series, though it has not yet been worked commercially. In 1898 the quantity was 4,706,251 tons, value £1,271,832, the price of coal having since advanced. The total production to the close of 1899 was 85,069,136 tons, representing a value of £35,647,004. The quantity of coal exported during 1899 was 2,798,523 tons, value £1,005,794; the places outside the Australian colonies to which shipments were made being Ceylon, Fiji, Hong Kong, India, Mauritius, New Guinea, Straits Settlements, Celebes, Chili, China, Cochin China, Ecuador, Hawaii, Japan, Java, Marshall Islands, Mexico, Molucca Islands, Mozambique, New Britain, New Caledonia, Panama, Peru, the Philippines, South Sea Islands, and America. A few hundred tons were also shipped to Great Britain. The output for 1900 is expected to be the largest on record.

AMERICAN COAL EXPORTS.

The Wall Street Journal, New York City, says: In view of the bearing which the coal industry has on a number of the active securities, the exports of coal are being watched with interest.

Exports during September aggregated 697,200 tons, as compared with 481,366 tons, except 1899, showing an increase of 215,834 tons. A small portion of this amount was anthracite coal. As usual the greater portion of the total was sent to British North America and Mexico, although the movement to the latter country fell off about 16,000 tons, as compared with the same month last year. There was a substantial increase in the shipments to European points. France took 37,695 tons. There were no shipments to France in September, 1899. Shipments to other European points amounted to 55,649 tons, as against 3,500 tons last year.

For the nine months ending September 30, total coal exports have been 5,994,580 tons, being an increase of approximately 2,000,000 tons over the corresponding period in 1899.

BRITISH COAL EXPORTS AND COAL PRICES.

The statistics of the British exports of coal for the month of September show a material increase as compared with the corresponding month of 1899, while the exports for the nine months show an increase of 1,826,364 tons, which is likely, before the end of the year, to be increased to over 2,000,000 tons. This increase is, however, the Iron and Coal Trades Review points out, by no means phenomenal. It has several times been exceeded in the records of our coal exports, and especially so in the year 1899, when for the first nine months of the year our coal exports were fully 6,000,000 tons in excess of the corresponding exports of 1897. That, however, was due to special causes, and notably to the great strike of miners in South Wales, which seriously reduced the output of the principality. The export coal trade cannot, our contemporary claims, therefore, "be blamed for the great advance of prices that has taken place in 1900. Neither can the quantities of coal appropriated to the bunkers, for the official records show that the shipments of bunker coal for the first nine months of the year were 400,000 tons under those of the corresponding period of last year. If we are to seek for a true explanation of the causes of the coal boom of 1900 we must look to other sources of demand. The high price of coal is now beginning to have the inevitable effect of high prices, and, except for special conditions existing in one or two countries, to reduce the demands of the majority of our customers. There will be many who will pronounce this to be the beginning of the end of high prices. We are not, however, so sure of that. The export trade at the most only takes about one-fifth of our whole production, and if the other four-fifths are increasing their orders, the influence of the export demand would not be conclusive. As it happens, this influence is being supported by that of bunker shipments, and this may ordinarily be taken as a sign that shipping business is falling off, which, again, is an evidence that the boom does not possess the strength and stability that it did."

—London Daily Graphic.

WANT OUR COAL.

Southern Californians do not discuss coal. Their conversation is mostly of citrus fruits and other subjects which engross the attention of the polite society, says the Los Angeles Times.

There is a quite natural impression right at home that southern California has no coal worth mentioning, but this is a mistake. Coal is mined in Riverside county and is on the market in Los Angeles. They apparently know this to be a fact over in Belgium. Following the recent scare in Europe over the scarcity of coal it possibly occurred to some enterprising Belgians to examine the mineral map of the world. They probably found some indications which suggested coal in southern California. By glancing at the scale of miles upon the map the proximity of sea coast to coal deposits was also plainly shown and the conclusion followed that southern California ought to be able to supply some other coal impoverished sections of the world.

The enterprising Belgians in question are A. Cabuy and H. Steyaert, of 44 Rue de la Riviere, Bruxelles. They have recently written to the Alberhill Coal Co., at Los Angeles, as follows:

"Kindly let us know, by return, your lowest prices in large house coals, as also in small coals for factory use to be shipped to Ghent, Belgium.

"If your prices are favorable, and the goods of the desired quality, we should purchase from 10,000 to 20,000 tons, to be supplied from the present date up to the end of December next.

"Bank references, 'The Caisse Commerciale de Bruxelles' at Brussels.

"Awaiting the honor of your reply, we beg to subscribe ourselves, dear sirs. Yours respectfully, A. CABUY and H. STEYAERT."

LEHIGH VALLEY RAILROAD & COAL CO.

The earnings and expenses of the Lehigh Valley Railroad Co. and the Lehigh Valley Coal Co. for September, 1900, compared with the same month in 1899, are as follows:

LEHIGH VALLEY RAILROAD.			
	Sept., 1900.	Sept., 1899.	
Earnings and income from all sources.....	\$ 2,034,484	\$ 2,433,046	
Expenses and taxes.....	1,794,708	1,749,992	
Net earnings	\$ 239,776	\$ 683,054	
For ten months to September 30:			
	1900.	1899.	
Earnings and income, all sources.....	\$20,588,167	\$19,267,371	
Expenses and taxes.....	17,559,635	15,714,752	
Net earnings	\$ 3,028,531	\$ 3,552,619	
LEHIGH VALLEY COAL CO.			
	Sept., 1900.	Sept., 1899.	
Earnings and income, all sources.....	\$ 1,956,996	\$ 1,767,247	
Expenses and taxes.....	2,009,269	1,770,917	
Net loss	\$ 52,272	\$ 3,669	
For ten months to September 30:			
	1900.	1899.	
Earnings and income, all sources.....	\$15,817,049	\$14,627,533	
Expenses and taxes.....	16,535,501	15,059,826	
Net loss	\$ 718,452	\$ 432,292	
BOTH COMPANIES.			
	Sept., 1900.	Sept., 1899.	
Net earnings	\$ 187,504	\$ 679,384	
For ten months to September 30:			
	1900.	1899.	
Net earnings	\$ 2,310,079	\$ 3,120,326	

BARONESS OF THE ANTHRACITE COAL REGIONS.

The following correspondence from Hazleton, the center of the anthracite coal mining district, to the Pittsburg Leader, will be of interest to our readers, and should do much to disprove the many false statements made in regard to the treatment of the miners by the operating companies:

In nearly every well regulated mining community will be found at present two neat club buildings, built after the fashion of the corner school house, in the center of the town. One is for the use of Catholics and the other for the Protestants. These are supplied with good reading matter, games of all kinds, billiard tables and a room where debates, public exercises and various entertainments may be held. In many cases the wives and daughters of the mine operators subscribe for the best periodical literature and place it at the command of the miners. In fact, everything connected with the club house is free to employes.

At Drifton and Jeddo, mining towns located near Hazleton, the center of the present strike, the club house is the scene of the year's greatest festival, Christmas. At Jeddo the trees are furnished by Mrs. Markle, whose husband and sons own and operate the Jeddo mines. At Drifton, the Coxe family, who form the Cross Creek Coal Co., provide the annual feast. At both points, the Christmas festivities represent an outlay not of hundreds, but thousands, of dollars. Nor is the gift sent in a perfunctory fashion. Members of the families are always in attendance, mingling good cheer and fellow feeling with the more substantial benefits.

Mrs. Markle is intensely practical in her work among the people of Jeddo. She supports three trained nurses, whose services are always free to the sick among her people as she calls the employes of the Jeddo mines. Sewing and cooking schools for the girls and women, cosy club rooms for the men, and ready assistance, intelligently rendered, in all cases of need, are among her benefactions.

But of all the friends of the miner in the Hazleton region, there is none so noted as Mrs. Eckley B. Coxe, widow of Senator Coxe, of Pennsylvania, a woman of unlimited wealth and broad sympathies. All the year round she lives in a beautiful home overlooking the Cross Creek collieries. There is not a man, woman or child within the village of Drifton that she does not know, to whom she would not go in their hour of trial, and whose life is not by some invisible thread linked to hers. She personally mingles with the men in their club rooms, the sewing classes for girls are among her social pleasures, for her women's cooking school she employs the best teachers that the metropolis can offer, and two trained nurses are on her personal pay roll.

No case of genuine distress or affliction ever reaches Mrs. Coxe without eliciting a kind and generous response. During the past year she has paid the house rent of her invalid employes to the amount of \$351.60. Her monthly bill at the Edwards, or town, store—not a company store by the way—averages \$200 for groceries distributed to miners' families in financial straits.

Something of the real sympathy existing between the women of toil and the woman of luxury may be judged from this incident: Summer complaint carried off the wee baby of a young miner's wife, and the employer's wife, the woman from the beautiful mansion on the hill, hurried to the desolate little cottage. The preparations for the funeral were complete; there seemed nothing for the employer's wife to offer. But she took the hand of the sobbing mother in her own slim, bejeweled fingers, and said: "My dear, is there not some little thing I may do? I will send flowers from the greenhouse; but perhaps there is something else. Do not hesitate."

The stricken mother looked at the sheeted figure, so pitifully small, and replied:

"If only I had a—white dress for him. I had nothing but little prints for him, and I would like—"

She got no further. The handclasp grew stronger. It told her that the baby should be laid to sleep in its robe of pure white. And it was—in the christening robe of the baby on the hill. Silly, you say, to robe that child of poverty in a gown of lawn or lace? Perhaps! But the sympathy between the wife of the employer and the wife of the employes is deeper than words or white robes.

One of these coal baronesses, noted for her generosity, was asked why this amount of money spent in charities and benefactions, could not better be employed in increasing the wages of employes. Her reply was:

"Unless you have lived among us you cannot fully understand this question. Remember first that we have employes by the hundreds and the thousands. The money expended in charities would not increase their wages as much as you might expect. The intelligent, thrifty miner would garner the additional wages, of course. He would have that much more stored up for a rainy day. He would perhaps give his children that much better education. On the other hand, the shiftless miner and his wife would let just that much more slip through their fingers. The man who is a drunkard, and brutal by nature—and, alas! we have them among us also—would drink that much more, might beat his family, and certainly neglect them just as much. And in the end we would have many still to help. The very cases we want to reach—helpless women and children—would be at the mercy of careless, ignorant, or even brutal, men. It is the women and the children for whom we work."

At the same store she spends on an average each month \$100 for peptonoids, hot water bottles, tonics and other sick room conveniences and luxuries. For aged employes desirous of ending their days in their native land she expends annually about \$200 in steamship tickets. Drives for her work of mercy she purchases at wholesale in New York and Philadelphia, and the figures for this line of charity cannot be secured. She supplies the needy with meal tickets, and young and inexperienced mothers with sterilized milk for their delicate children. Orders for coal during the winter may seem almost ironical in this country, where coal is everywhere, but Mrs. Coxe does not like to see children nor women following cars to pick up loose coal. But the work that gives Mrs. Coxe the greatest happiness is preparing for the Christmas festivity, and the thought that Santa Claus, who distributes many thousand dollars' worth of gifts, never misses a single home in Drifton.

Her last gift of consequence is the memorial chapel for the old people, at the Laurytown poorhouse, a building whose contract calls for \$3,694.

These cold figures can tell nothing of the real feeling that exists between employers and employes in these favored spots. It is small wonder, however, that the men from these collieries are the last to walk out in case of strike; small wonder that they are willing to face threats and contumely rather than cripple employers, who have some claim upon their loyalty. Only the great cause of labor, the fate of miners less fortunately situated, will appeal to these men, and then they march out in a quiet, orderly fashion and with manifest reluctance.

EXPORTATION OF COAL.

The United States, in 1899, by passing England, became the largest producer of coal in the world, and from this point we move to another one of greater interest in becoming a large exporter of coal. In this West Virginia has a share to some extent with marvelous possibilities ahead. These facts lend special interest to an elaborate discussion of the world's coal product, published by the bureau of statistics of the treasury department, in the April number of the monthly summary of commerce and finance, which states that exportations of coal from the United States in the ten months ending with April were nearly 50 per cent larger than those of the same months of the preceding fiscal year and 80 per cent larger than those of the corresponding months of 1898, while our total production for 1898 was not only the largest in our history, but larger than that of any other country in the world.

For the first time the United States figures show a larger production than the British figures for the same period. The significance of this fact cannot be overestimated. Coal is now more than ever "the material energy of a country, the universal aid, the factor in every thing we do." The relative abundance or scarcity of coal, therefore, is the truest index of a country's position among its industrial rivals. According to recent information steamers have been chartered to carry coal from America to St. Petersburg and Stockholm, as well as to Italian, French and German ports. While these exports may be due mainly to the present abnormal conditions of the British coal market, there is no doubt that in time this country will be called upon to supply an even larger part of the coal needed by foreign industrial countries, which, until recently, have been drawing upon the British output. This is the more probable since cost of production and prices of coal show a falling tendency for this country, whereas the opposite holds true of European coal producing countries.

COAL LANDS IN MAINE.

Pennsylvania is likely to find a rival as a coal producer in the state of Maine. According to dispatches from Bangor, James Kelley, a miner of Portland, has made the discovery that there is enough coal hidden away under the forests of northern Maine to supply the whole world for many years. Mr. Kelley has for some time been conducting submarine explorations at Small Point, at the mouth of the Kennebec river, where for the past ten years quantities of coal have been washed up by the sea after every heavy storm, and he declares that there is a vast deposit of coal under the bottom of the sea there. Recently, however, he has left the operations at Small Point in charge of his son, while the prospects for a much larger deposit which he is confident underlies the hills of the region through which flows the west branch of the Penobscot. Whole townships in this region have been bonded by Mr. Kelley, who acts for a syndicate of speculators who received their information in the first place from a man who is now in the state prison at Thomaston. Several Maine guides also assert that they know that vast coal fields exist in northern Maine, and Kelley's investigations thus far have convinced him that the information is correct. He is a practical miner, and his theories are attracting the serious attention of capitalists.

PULVERIZED COAL AS FUEL.

"Some peculiarly novel and interesting experiments made recently, in Chicago, with pulverized coal as fuel indicates the possibility of a radical change in the coal-using conditions of great manufacturing plants requiring steam power," says the Marine Record.

"Even with all the best modern appliances at command, the burning of ordinary coal in furnaces is a process so wasteful when results are compared with the potential energy liberated, that a veritable flood of inventive talent has been poured around the problem of increased fuel efficiency. Pulverized coal is a contribution to the list of attempts at solution which have already shown valuable results under careful tests, and may eventually supersede the familiar form of this fuel. As shown in the experiments at Chicago, conducted under the direction of Illinois Central railway officials, the new preparation of coal burns in an ordinary furnace just like gas, with no waste and no residuum. The finely pulverized coal, blown into the furnace with a due admixture of air, flashes into gas and is instantly consumed. An increase of from 25 to 40 per cent in the steam-producing capacity of the coal used has been certified to by the engineer experts who conducted the Illinois Central series of experiments.

"Manifestly, if the results thus shown can be reproduced at will elsewhere, there will be little delay in the general installation of the new process of fuel treatment and combustion. The saving in coal alone in one year would amply cover the cost of the new machinery required, while the further relief from obnoxious gases, slag, cinders and waste, and from the intolerable nuisance of heavy black smoke would be a public boon of great value. It is to be trusted that this elaborately heralded new device is not, like so many others, a mere pretense and illusion destined to early obscurity and oblivion."

It would appear that a device similar to the foregoing is being tested in the furnaces of the Pacific Cold Storage Co., Tacoma, Wash., which vesselmen out there are watching very carefully, as there is little doubt, if it accomplishes all that is claimed for it, stokers' services will be in much less demand.

EXPORTING COAL VIA NEW ORLEANS.

The possibilities of exporting coal from the Pittsburg district by way of the Ohio and Mississippi rivers and New Orleans is attracting some little attention. It is stated that a number of the foreign orders for gas coal such as is produced in western Pennsylvania have been received by Pittsburg operators. It is believed that the fuel can be loaded on barges and sent to New Orleans to be loaded on steamships at a low freight rate. In an interview Major Charles F. Powell, United States engineer in charge of the government interests on the Allegheny and Monongahela rivers, said the coal of the Pittsburg district, in his opinion, could be placed in foreign markets successfully by the barge route as far as New Orleans and shifted to ocean carriers by modern loading devices. Improvements in this direction, he thought, would meet with much greater results than any attempts made now to build vessels which would carry the product without reloading the cargo at the Gulf.

THE SLIDING SCALE IN ANTHRACITE USED BY THE PHILADELPHIA & READING COAL & IRON CO.

The Philadelphia & Reading Coal & Iron Co. and the Lehigh Valley Coal Co. have offered to abolish the "sliding scale" as applied to the wages paid their men. It may be as well to explain what this sliding scale is. The scale is based upon coal at \$2.50 a ton at mine plus the freight to tidewater, and for every increase in the price at tidewater the miners received an increase in their pay. The basis of the wages or price per ton each month is arrived at as follows: Every month the names of the thirty-nine collieries are written on slips of paper and dropped into a hat. One of the workmen draws five slips and the prices received for the coal by these collieries for the month are averaged and taken as the price received by all, and the wages are based on that. Last month the men received plus 6 per cent, the price having gone up 25 cents, but under the old system, if the price had dropped 25 cents the men would get minus 6. Now they get the standard price plus 10 no matter what the selling price of coal may be.

COAL EXPORT PROFITS.

Here and there railway men seem to doubt the feasibility of the proposed ocean export freighters. Two things favor the railway contention. First, the abnormal continental demand for fuel, and, second, the conditions make it certain that the price of coal in the United States is bound to be higher, not only because of miners' troubles, but by reason of the fact that many operators must quit business if profits do not increase. At existing market conditions it certainly pays to export coal. The average 7,000-ton ocean freighter now costs to operate, averaging the voyage and time for unloading at fifteen days, as follows: Insurance, \$875; interest on cost, \$750; depreciation, \$625; crew, \$580; provisions, \$168; post charges, \$184; pilotage, \$320; fuel, \$2,025, with \$100 for incidentals, making a total of \$5,637, or 80 cents per ton for actual transportation. On this basis coal can be placed at Cardiff, the greatest coal shipping port in the world, for \$3 less than the present wholesale selling price, even assuming that the freighter would return empty. Even on this basis there is \$14,000 margin on a single cargo. This will undoubtedly stimulate ship building and it is thought that our present facilities would enable us to turn out over two 7,000-ton colliers a month. That would mean twenty-six boats per year or 100 in four years, thus: $100 \times 7,000 \times 12 = 8,400,000$. In addition to this the bunker trade will rapidly grow. The building of this export trade has something more than an interest for the coal trade. It means the elimination of a troublesome surplus from the soft coal markets of the United States and prosperity and better wages in the mining regions. The railways will also be benefited and thousands of extra seamen will find employment. At present the outlook is bright for a large, profitable and expanding trade.

SOUTHERN INDUSTRIAL CONVENTION.

There will meet, in New Orleans, December 4, to continue in session until December 9, the Southern Industrial Convention, at which there will be present representatives from all parts of the South. The aim and purpose of the convention is to discuss industrial matters and the best way of bringing to the attention of the country and the world the resources of the South and the splendid opportunities they offer to labor and capital. The convention in New Orleans will be the third meeting that has been held. Both the previous ones have accomplished much good, and the movement has grown steadily with time. It has attracted the attention of the Northern press, which is giving it much consideration. It is expected that between 3,000 and 4,000 delegates, drawn from all sections of the country, will attend. Among the first subjects to receive attention will be the Nicaragua canal, so that a united voice can be sent up to Washington for the passage of the bill.

Among the other subjects to come under discussion are "The South and Her Development," "Export Trade of the South," "Cotton Milling," "Immigration Into the South," "Textile Education," "Coal, Iron and Steel of the South," "Merchant Marine," "Oriental Trade," "The Great Phosphate Industry," "The Salt Industry of Louisiana," and "Farming Industry."

It will thus be seen that hundreds and thousands of business men all over the United States are directly or indirectly in the deliberations and the action of this great industrial body. Never before were the South's industrial and financial interests so closely linked with those of the entire country as now—a community of interest that must continue to increase until the business world shall recognize no geographical or other distinction between the sections once, in the imagination merely, divided by Mason and Dixon's line.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Mr. A. S. Spaulding has bought the coal business of P. P. Tubbs, Fort Collins, Col.

Liggett & Lamb, Peabody, Kan., have sold their retail coal business to Lamb & Co.

Anthracite is selling at \$10 a ton at Galveston, Tex., and there are only about 500 tons on hand, according to a local correspondent.

The new yard of the South End Ice & Coal Company, Bay City, Mich., is completed and the firm is now established in its new quarters.

New Orleans is waiting patiently for the first shipment of Pittsburg coal, as that city has been cleaned up of every ton of the Northern coal.

Mr. James G. McCarthy, Dunkirk, N. Y., has leased a piece of property from the Erie railroad, at the corner of Third and Deer streets, that city, and will erect a model coal yard.

H. M. Benjamin Coal Co., Milwaukee, Wis., secured the contract to furnish the county almshouse with coal. They will supply Pittsburg lump at \$3.80 per ton, and stove coal for \$6.90 per ton.

Boston retailers report trade very quiet, and the extreme mildness of the weather is held responsible. As there is very little coal on hand, the dealers are not kicking very vigorously about the weather.

Th Sackett Screen Co., Fredonia, N. Y., manufacturers of coal dealers' supplies, report a good demand for their product from dealers, and this speaks well for the quality of the articles turned out by this firm.

There was only one bid put in for supplying the city of Owensboro, Ky., with coal, that of Hathaway & Co., and the committee of the council decided not to open that bid, but instructed the mayor to again advertise for bids.

Wood & Norton, coal dealers of Middletown and New Hampton, N. Y., have decided to discontinue their partnership, and Mr. Nelson W. Wood will continue the Middletown business, while Mr. Benjamin F. Horton takes the branch at New Hampton.

Mr. O. W. Sears, Binghamton, N. Y., has placed new hoisting machinery in his yard and can now handle his coal economically and give his customers better service than was the case before the improvement was made. The machinery will be operated by electricity.

Quite a number of cars of briquettes are being shipped to dealers in Illinois and Wisconsin towns by a Chicago firm handling this product. They seem to give excellent satisfaction, and the demand for them will probably greatly increase after they have become better known.

Mr. Lewis S. Nicolls has purchased the business of the W. H. Jourdan Coal Co., Worcester, Mass. Mr. Nicolls was with the Jourdan Co. twenty-five years, and he is fully competent to look after the large business built up by that firm. We wish him every success in his new venture.

The receipts of anthracite coal at Boston for the year up to October 13 were 1,683,311 tons, as compared with 1,830,408 tons for the same period last year. The receipts of bituminous coal for the same periods were 1,738,063 for 1900, and 1,429,617 for the year previous. The receipts of provincial coal for the year to that date amounted to 463,017 tons.

The Derby Mill & Elevator Co., Burlington, Iowa, have captured the public school contract and will supply the board of education of that city with 1,000 tons of bituminous coal. This firm has been in the coal business only a few months, but is making some of the older coal dealers hustle, and, if the present gait is kept up, they will undoubtedly do their share of the coal business of Burlington.

Some of the dealers of the Central and Western states report a heavy increase in their sales of coke during October. The strike has undoubtedly been the means of introducing coke into a good many households, and quite a number of thrifty householders will continue to use that fuel. The high price charged for coal and the comparatively low cost of coke will result in the displacing of some anthracite tonnage, but the amount will not be great enough to give it more than a passing thought.

While we have just begun to send coal to Newcastle, we have been exporting coal in increasing volume for ten years. In 1890 less than 2,000,000 tons were sent abroad; in the eleven months ending May 30, 1900, nearly 6,500,000 tons were exported. The bulk of this coal goes to British North America, which, in 1899, took 3,220,251 tons. Mexico came next, with 410,760 tons, and Cuba was third, with 326,509 tons. The exports to Europe amounted to only 40,101 tons. In the exports of pig iron, the total for 1890 was 18,458 tons, and for the eleven months ending May 30, this year, it was 2,783,624 tons. The prospects are certain that these exports will go on increasing.

WESTERN COAL AND COKE NOTES.

The Diamond Joe Coal Co., Des Moines, Iowa, recently organized, has commenced to develop coal lands along the Wabash road between that city and Runnells.

A man named Hotchkiss, who lives on the Upper Nehalem, Oregon, has found a vein of coal that shows a face of fifteen feet in thickness. The quality of the coal has not been determined.

It is understood that there is pending a deal for the sale of 27,000 acres of coal land lying in a strip recently struck off the San Carlos Indian reservation, in Arizona, and declared to be mineral land.

Baldwin Colorado Coal & Railing Co., Gunnison, Col; general coal and railing business; capital, \$1,000,000; incorporators, I Brown, C. T. Sills, J. A. Steele, W. A. Reinfrey, all of Gunnison, Col.

A correspondent at Portland, Ore., writes: "Reports concerning the Coos Bay coal fields indicate that extensive development and great activity will be the order of things there in the near future."

The Saginaw (Mich.) News says: "A coal shaft is soon to be sunk within the city limits near the Reuther green houses. The coal, as found by drilling, indicates a vein of about four feet in thickness and about 100 feet below the surface of the earth."

Hitherto the coal resources of the Faroe Islands have not been developed. It is now said that contracts have been entered into for the supply of 200,000 tons of coal and minerals annually from the Faroe Islands to Bergen, Drontheim, Copenhagen, Amsterdam and Antwerp.

It is stated that a meeting of the Iowa Coal Operators' Association, with the Iowa branch of the United Mine Workers of America to arrange a scale for Iowa mines for the year commencing April 1, will be held in Des Moines some time during January.

A report from Thermopolis, Wyo., states that prospectors have uncovered a vein of coal in the hills on Owl creek, nine miles from here. The coal is of fine steaming quality and the locators will develop the property. It is understood the Burlington is negotiating for the mine.

A good coal find is reported in the vicinity of Portland, Ore., by O. M. Rosendale, who is organizing a company to develop it. The analysis is given as follows: Carbon, 75.03 per cent; hydrogen, 5.89 per cent; oxygen, 6.43 per cent; nitrogen, 1.78 per cent; sulphur, 1.24 per cent; ashes, 7.23 per cent; moisture, 2.40 per cent.

The total coal produced in Illinois in 1899 was 21,730,019 tons, almost an even million tons over the 23,474,445 tons given for the fiscal year in the state report. The value shows an increase of nearly \$2,300,000 over the value given in the state report, and an advance of 79 cents to 85 cents in the average price for the year.

The San Francisco (Cal.) Bulletin says: "A company in Philadelphia, called the Cook Inlet Coal Fields Co., intend to enter the San Francisco market with their product next spring. They will control fast steam colliers which will bring in a large amount of excellent fuel. From time to time rumors have reached this city of extensive coal fields in Alaska. Ex-Lieutenant R. P. Schwerin, now vice president of the Pacific Mail Steamship Co., was the first to report on the value of these coal deposits, which he visited while in command of a United States vessel."

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EASTERN COAL AND COKE NOTES.

The Magnolia Coal Co., Carrollton, O., is advertising for 100 miners, to whom steady employment is guaranteed.

The coal merchants of Williamstown, Mass., are fearful of a famine before they can get new supplies of anthracite.

Mr. Walter C. Taylor, of Damascus, O., has arranged for the development of a large piece of coal land near Sebring.

The Pittsburg & Baltimore Coal Co., who own 3,000 acres of coal land south of Irwin, Pa., are building a town to accommodate 1,000 people.

The Hamilton Coal Mining Co., of Philadelphia, has purchased the mines and 1,000 acres of coal land at Cragdel station, near New Wilmington, and will employ 250 men.

A large block of coal land located in the West Bethlehem district, near Washington, Pa., has been optioned by W. Ely, of that town. The territory aggregates 1,600 acres.

It is reported that the Cambria Iron Co. is negotiating for the purchase of extensive coal fields in St. Clair township, Westmoreland county, according to a special from Johnstown.

It now appears that a line of railroad is assured between Canton, O., and Pittsburg, Pa., by the large leases of coal land having been taken by the Baltimore & Ohio railroad in Columbiana county.

It is reported that the Pennsylvania railroad will build a branch line from Saltsburg to the coal fields of Westmoreland county. There are valuable coal beds in this territory that have never been developed.

The Crescent Coal Co. is a new corporation at Jackson, O., the incorporators being E. O. Roberts, J. S. Jones, S. J. Jones and J. D. Whitmore. The mine will be on the Hocking Valley railroad, near Jackson.

Soisson & Lang will open a new coal mine in New Haven, near Connellsville, Pa., the right to build a tippie for which was recently granted by the New Haven town council. The firm has quite a little tract of coal in New Haven and adjoining.

The Hamilton Coal Mining Co., Philadelphia, has purchased the coal mines at Cragdel station, on the Allegheny Valley railroad. Over 1,000 acres of land are included in the transaction. R. A. Caldwell, of Tarentum, is the local manager for the company.

New Klondike, in Fayette county, Pa., is one of the latest developments in the Connellsville region. It comprises about 20,000 acres, underlaid with the famous coking coal of that region. Some 4,000 coke ovens will be built. The coal will be mined, hauled and handled entirely by electricity.

Several thousand acres of coal land have been leased between Adena and Harrisville, O., by J. J. Roby, who will shortly open extensive mines. A spur one and a half miles long will connect with the Wheeling & Lake Erie railroad, at Adena. The mines will be equipped with modern machinery.

The Mount Pleasant colliery, of Scranton, owned by the Fuller Coal Co., will be sold, it is claimed, to the New York, Ontario & Western Co. A number of employes of the latter company have been engaged at the colliery taking inventory. The colliery in question is in the Scranton section, having an output of about 1,200 tons a day. The Fuller Co. also operates two large collieries at Pittston and one at Mount Lookout, but these will not be affected by the deal.

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SOUTHERN COAL AND COKE NOTES.

A correspondent at Strawn, Tex., says the Strawn Coal Co. is greatly improving its property.

Upward of 1,000 men are idle at Blocton, Ala., where the miners are demanding increased pay.

The British S. S. Ferndene, with 5,700 tons of coal, has sailed from Locust Point, Baltimore, Md., for Algiers.

The United States is now both the largest producer and consumer of coal. Its output last year was 220,000,000 tons.

The West Virginia Coal Co. has completed the purchase of 3,000 acres of coal land near Gorman, Md., and mines will be opened at once.

T. H. Aldrich, president of the Cahaba Southern Mining Co., Birmingham, Ala., has leased 520 acres of coal lands near Hargrove for development.

Messrs. Lamb & Arral have been appointed agents for the Tweedie Trading Co., of New York, which ordered vessels to Norfolk for cargoes of coal.

The West Shenandoah colliery breaker, belonging to the Philadelphia & Reading Co., at Shamokin, Pa., is being dismantled to provide space for the new one.

About 60,000 tons of coal were dumped on the trestles at Newport News, Va., last week. If this record could be maintained the figures for a month would be little short of 250,000 tons.

As an incentive the miners of several coal companies in Marion county, Alabama are paid a premium of 5 cents per ton for every ton dug over sixty-five tons a month.

Mr. Patrick Hagerty, for years superintendent of the Consolidation Coal Company's piers at Locust Point, has been transferred to the new Baltimore and Ohio coal piers at Curtis Bay.

The Warrior Coal Co., Texarkana, Ark., was incorporated and organized last week by W. J. Kelley, president; W. L. Haydon, vice president; L. A. Byrne, secretary; G. W. Fouke, treasurer; John Kelley and O. D. Scott. The capital stock is \$25,000.

The Tygart's Valley Coal & Coke Co. has been granted a charter, with a capital of \$1,000,000. Shares are \$100 each, and are held by Samuel W. Sharder, E. M. Sharder, John W. Miller, A. W. Bur'ett, all of Grafton, W. Va., and John Sharder, of East Liverpool, O.

A. J. Crawford, president of the Nashville & Knoxville road, is opening some extensive coal mines near Jamestown, Fentress county, and a spur of eighteen miles is being built to the mines. This opens up a large coal field to the people of the most valuable coal lands in Tennessee.

It is stated that the Black Diamond Coal Co., Knoxville, Tenn., now in the hands of Receiver Major T. H. Heald, will be reorganized. Either J. W. Borches or Major C. E. Lucky will be elected president; William F. Searle, secretary and treasurer, and C. R. Petree, general manager at the mines.

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THE BLACK DIAMOND.

THE BLACK DIAMOND.

PUBLISHED WEEKLY

IN THE INTEREST OF THE COAL INDUSTRY

BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

OFFICIAL PAPER OF THE ILLINOIS COAL OPERATORS' ASSOCIATION—President, S. M. Dalzell, Spring Valley; Vice-President, A. J. Moorshead, Mt. Olive; Secretary-Treasurer, J. A. Agee, River-ton, and Recording Secretary and Secretary of Commission, C. L. Scroggs, Chicago, Herman Justi, Commissioner, Chicago; THE INDI-ANA COAL OPERATORS' ASSOCIATION—J. Smith Talley, President, Terre Haute, and THE INTER-STATE COAL EXCHANGE—Presi- dent, S. W. Kniffin, Kansas City, Mo. Also Official Paper of THE RETAIL COAL DEALERS' ASSOCIATION OF ILLINOIS AND WISCONSIN—Secretary, F. E. Lukens, Chicago, Ill. THE MICH-IGAN AND INDIANA RETAIL COAL ASSOCIATION—Secretary, James T. Eaman, Detroit, Mich. THE WHOLESALE AND RETAIL COAL DEALERS' ASSOCIATION OF OHIO—Secretary, W. J. Ferguson, Dayton, Ohio. THE COAL DEALERS' ASSOCIATION OF IOWA AND NEBRASKA—Secretary, Fred H. Cosgrove, Omaha, Neb. THE MID-STATE WHOLESALE AND RETAIL COAL DEAL-ERS' ASSOCIATION, Comprising Missouri, Kansas, Arkansas, Indian Territory and Oklahoma. E. R. Shepherd, Secretary, 40 Postal Telegraph Building, Kansas City, Mo.

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MARKET REVIEW.

With the ending of the strike it is simply consistent that there should be a re-arrangement of the circular price-list, though it really only affects the East, because in the West the prices have been as herein quoted for some weeks. The new circular is as follows: New York, grate, \$3.75; egg, \$4.25; stove and chestnut, \$4.50. At Buffalo, grate, \$4.75; domestic sizes, \$5.00 per gross ton. At Chicago, Milwaukee and Duluth, grate, \$5.75; the dom-estic sizes, \$6.00 per net ton.

The beneficial influence imparted to the coal trade generally by the decision of the citizens of this country, for a sound money policy, cannot be too highly estimated, and in many instances can orders for improvements, extensions and betterments be at-tributed to the determination of the people at the polls on Tues-day, November 6, who voted that there should be no tampering with the present healthy financial policy of the government.

It is extremely doubtful if the amount of anthracite will be mined and shipped during November, that was estimated at the close of the strike. Already have there been some interrup-tions—strikes, which were checked in their incipency, a holiday, and the election, which though apparently of little moment, will be likely to materially lessen the tonnage in the aggregate. Whether this will have any material effect on shipments to Lake Erie ports, is a mooted question by companies' agents, and some believe that it will, in which case dependence must be placed on receipts by rail to Western distributing points.

Anthracite coal throughout the West is in moderate to fair demand, and as there is a large amount sold, which is yet to be received, it remains to be seen how and when these obligations are to be filled. At some points stocks are so low that further

shipments from docks to the interior have been refused until they have been replenished. Should November prove to be as ab-normally cold as October was warm, water shipment of anthra-cite may cease before the end of the month, in which case there would be a decided shortage of coal at some of the lower lake ports. An early and severe winter would undoubtedly find many dealers with either scanty supplies or none at all. There is and will be a demand for all the anthracite that can be mined and shipped during the next three months. In the matter of ship-ments there is the question of cars, and already there is a notable scarcity in the mining regions. It may be inferred from the fore-going that there is not likely to be any change in the circular, as shown at the head of this page, or if there is, it will be upward and not downward.

Bituminous coal is in moderate demand, and it will not be many days before there is a notable and radical quickening all through the Western states. Large industries will respond early to the revival of demand for finished material, and general man-ufacturing will be in accord with the magic touch of continued prosperity, while the call for fuel will be commensurately active. That this is already practically assured may be taken for granted from the fact that inquiry for large amounts are now in the mar-ket, for when the wheels of industry commence to revolve, the motive power—coal—must be in evidence. On all sides there are signs of new activity and there is little question that it will be continued for many a long day. This means a greatly increased consumptive demand, which will keep the soft coal mines hum-ming to supply. At some of the larger distributing points, supply at present is greater than current demand, but this is regarded as temporary only, as the colder weather and industrial revival will very soon clear the tracks of coal.

Our New York correspondent reports that election, holidays and the necessary preparatory work at the mines will, for awhile, prevent any special activity in the anthracite coal trade, so that the output will not exceed two-thirds of the productive capacity for November. So far very little coal has arrived at tidewater, and therefore shipments by vessel are still an uncertain quantity. The present supply coming from the mines is being distributed along the line, to the West and to the head of the lakes, where it is most urgent. Dealers along the line, without facilities for car-rying stock, are almost entirely bare of coal and begging for quick shipment. It is regarded as certain that at the first breath of cold weather good orders will be placed for coal. At all points prices are very firm and full circular is asked on all new business offering. All the steam sizes of anthracite are in good demand and consumers who were forced to use soft coal will abandon it as soon as regular supplies can be assured. Soft coal conditions on the Atlantic seaboard are easier, excepting for the best grades, but even these show improvement in supply. Transportation over the several roads from mines to tidewater is not uniform and owing to this, contracts cannot be filled with the grade of coal called for. Dealers and consumers in the far East and at shoal water ports are demanding large shipments, but as light vessels are scarce there is not a large tonnage of bituminous coal going forward. Along the Sound the coal trade is active with an increased demand for the better grades. New York business is quieter. All-rail trade is lively and best qualities are in greater request by consumers. Inquiry for coal for export is not so good, but shipments are steady. Rumor says large vessels are to be built and leased on the car trust plan and that dividends could be paid on carrying coal at \$2.50 per ton. The current freight vessel rate is twenty shillings (\$4.80) per ton. The car supply is irreg-ular; on some roads it has improved, on others it is poor and much short of requirements.

Buffalo advices are that there is renewed interest in anthra-cite, but the demand is light because of the warm weather. Re-ceipts of newly mined coal are not very large but are expected to greatly increase shortly. There is an actual shortage in water shipments of 700,000 tons as compared with last year. The ship-ments of anthracite westward by lake were, 32,700 tons, distrib-uted as follows: Milwaukee, 16,700 tons; Chicago, 8,100 tons; Duluth-Superior, 7,000 tons, and Fort William, 900 tons. Soft coal is in much better demand and there is no surplus as was threatened immediately after the anthracite strike was set-tled.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

NOVEMBER 7, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.75@4.00	\$4.25	\$4.50	\$4.50

STEAM SIZES.

Pea	\$ 3.00
Buckwheat	2.50
Rice	1.75@2.00

AVERAGE RETAIL PRICES.

White Ash	\$5.50@5.75
Pink Ash	5.75@6.00
Red Ash	6.25

What with holidays and the preliminary preparations necessary at the mines before steady shipments can be made has prevented any special activity in the anthracite coal trade, and it is not thought now that more than a two-thirds production will be possible this month. There has been very little coal arriving at tidewater so far, and what is coming through is so uncertain that it is impossible to put in boats ahead and wait for the arrival of a full cargo. No doubt buyers from the East would put in vessel tonnage if anything like prompt loading could be promised them, as they are getting somewhat anxious to put in their supplies, realizing that a change in temperature must be expected any day now, and that an extra week is necessary to get the coal to destination, but so far no shipments have been made, nor are producers committing themselves as to any positive date when coal can be given them. The companies are, so far as they can, shipping the present supply to points along the line and to the West and head of the lakes, where the demand is most urgent. With the near approach of the close of lake navigation shippers are anxious to get as much coal forward as possible before that period to replenish their stocks in that territory and save the additional cost of all-rail transportation. Dealers along the line who have not the facilities for carrying any large stocks are reported as practically bare, and are clamoring for coal, asking for prompt shipment, regardless of price. Trade at this center seems to be comparatively easier than the other consuming territories, which is indicated by the small demand for fresh supplies so far. This is due to the fact, no doubt, that the bulk of the stocks are carried in this harbor and most dealers were able to lay in extra supplies at the commencement of the strike, of which they still have a little left. The opinion is, however, that as there is nothing to indicate a decline in prices for several months to come, buyers will place their orders with the first signs of colder weather, as this is more or less of a hand-to-mouth business, anyway. Prices are very firm at all points, and there is no sign of any weakening; indeed, it is entirely a question of getting the coal rather than an attempt to bear the price, though there is a good deal of shopping being done around, which, however, is more in the line of noting the uniformity of prices than of testing the market values. Steam sizes continue in great demand, and it is thought that those consumers who were forced to use soft coal during the strike are ready to take up anthracite again as soon as regular supplies can be given them.

The Atlantic seaboard soft coal trade is inclined to be easy, except in the best grades, and it is thought they are in a slightly better position than they have been. Car supply has been improved over the Pennsylvania railroad, as also the transportation, whereas transportation and car supply over the Baltimore & Ohio has grown poorer. Some producers of the better grades of coal are losing contracts on account of not being able to fill orders as promptly as consignees desire, and the makers of these contracts are putting in poorer grades. Trade in the far East is calling for considerable coal, and they do not appear to be able to fill up fast enough with the better grades. The shoal water ports in this territory are still demanding large shipments, and the shippers are giving them in comparison to their needs, a large proportion of the coal coming forward. One of the causes of not more coal going forward at this time to this consuming territory is the shortage of light draft vessels, which have been detained for the last two weeks by adverse winds and fogs; this kind of weather apparently tying up the smaller vessels to a larger extent than the bigger craft. Trade along the Sound is fairly active. The principal demand, however, from this territory being for the better coals, the consumer getting considerably easier on the cheaper grades than he has been for some time. Trade in New York harbor is quiet and buyers are getting about all they want. All-rail trade is quite active, and taking a good deal of coal, using all the better grades they can get and filling in on orders with the poorer grades. In the foreign trade the inquiry is light, but shipments are steadily going forward. There is a story going the rounds of large vessels to be built for this trade, and a syndicate that is to underwrite the project running away up in the millions. The vessels to be built upon the car trust plan. One of the reports in relation to this is that there would be money in it at \$2.50 a ton, the present quoted rate being about 20 shillings.

Transportation from mines to tide has improved over the Pennsylvania railroad, but on the Baltimore & Ohio we are told that cars are tied up on sidings a good deal on the longer trips. Car supply is much the same—"Pennsy" has improved, but the other roads are poorer. Some people think that the longer transportation has something to do with this.

In the coastwise vessel market large vessels are in good supply and smaller craft in poor supply. We quote current rates of freight from Philadelphia as follows: To Boston, Salem and Portland, 75-80c; Providence, New Bedford and the Sound 60-65c; Wareham, 75-80c; Lynn, 85c; Newburyport, 90-95c; Portsmouth and Bath, 75c; Saco, \$1.10 and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00. The further lower ports are 10 to 15 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia,

\$2.25-2.50 on the cheaper grades, and \$2.50-2.90 on the better grades. New York harbor, \$2.50-2.75 on the cheaper grades and \$2.75-3.00 on the better grades of coal. Alongside prices, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

NOVEMBER 7, 1900.

There is naturally a renewed interest in the hard coal situation, but all shippers report that the demand is light for all the fairly complete stoppage of the supply so long. The weather is so entirely against the business, and there is no prospect of a change of prices or of a new scarcity of the supply that buyers are indifferent.

There is as yet no very great increase of hard coal receipts, some of the shippers not having any at all, though all will be in full receipt in a very short time. The Lackawanna shipping trestle is again covered with cars, some of them of the big new type, good for fifty tons or so. This company recovered from the strike first, as it had stock coal that could be drawn upon as soon as there was a certainty that the strike was to end.

It is not settled yet whether there is to be an effort to regain any of the lost ground in water shipments of anthracite, though all the companies here are looking for lots of coal soon. So far there is an actual shortage of 700,000 tons from last year, and it is estimated that the present month, with the falling off at Erie, will bring the aggregate up close to 1,000,000 tons by the end of the season. Salesmen have not yet gone out on the road, but will probably start soon.

There is a good feeling in the trade generally, though there is some one in the city who manages to get certain of the local papers to predict a decline of the prices before long. This is entirely unlikely, but it is enough to make a part of the retail trade and consumers uncertain and refuse to lay in stocks.

Following are the water coal shipments for the week: Milwaukee, 16,700 tons; Chicago, 8,100 tons; Duluth-Superior, 7,000 tons; Fort William, 900 tons; total, 32,700 tons.

There is no change in the freight rates, all being 30 cents but Fort William, which pays 35 cents. Brokers say that it is not going to get an advance so long as boats are going to Ohio for 25 cents, taking soft coal.

Anthracite prices: Grate, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.75, all at gross ton on board cars at Buffalo or Euspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagons, with \$1.00 additional for delivery.

There is an extra charge of 25 cents a ton for loading hard coal on vessels, so that the vessel pays nothing for this work.

The 7,000 tons noted as shipped for Duluth is all in one cargo, being taken by the new steamer Elwood. It is probably the largest coal cargo that was ever loaded on the lakes. As a rule the 500-foot steamers do not ask for coal.

Milwaukee is leading in the amount of coal taken by lake of late, apparently on account of the greater ease of sending coal to Chicago all-rail.

Soft coal is in much better demand than last week, and the threatened surplus has all disappeared. It was found that the lake steamers at once began to coal here when they could get coal cargoes here. During the strike they had a way of taking on a little and filling out in Ohio or at Detroit. This change of base takes off 50 to 75 cars a day extra.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars; steamboat fuel, \$2.80, delivered on board.

Buffalo soft coal shippers are looking closely to their Canadian territory, but say that quite a good amount of what ought to belong to them gets away by reason of low prices via Detroit.

The car ferry Shenango, that carries coal from Conneaut to the Canadian ports of Lake Erie, has been laid up in dry dock for some time, but will soon be running again.

John M. Daly, one of the leading coal dealers of London, Ont., was in Buffalo this week, looking after coal. He reports good business lately.

SEATTLE, WASH.

NOVEMBER 5, 1900.

Notwithstanding the greatly increased output of coal during the past few months, there is a larger inquiry and demand than can be supplied. Local consumers, both steam and domestic, as well as dealers, are still on the short-ton basis, but the long ton of 2,240 pounds continues to be served to railroads and steamboats. Shipments of coal by water are growing every month and in October, to San Francisco alone, were 19,300 tons. The outlook is bright for the coal operator, shipper and dealer.

PITTSBURG, PA.

NOVEMBER 7, 1900.

The car situation is more satisfactory at time of writing than has been the case for several months past, and the rail company is rapidly catching up in its deliveries. The election resulted as was expected, and the demand for coal lands continues unabated.

A tract of 600 acres of fine coal land in the West Bethlehem region has been purchased for Eastern capitalists by J. W. Ely, of Washington county. The block lies on Little Daniels Run, about two miles south of Scenery Hill, and but a short distance west of Beallsville.

Atlantic Iron & Steel Co. will resume work at its Atcheson coke plant, after an idleness of several weeks. The plant employs 150 men.

Cambria Iron Co. is negotiating for the purchase of extensive coal fields in St. Clair township, Westmoreland county. The consideration is \$200 an acre. Richard Kennedy, of McKeesport, is engineering the deal.

Hustead & Seaman's new coke plant, at Cheat Haven, will soon be in operation.

Official figures showing the production of anthracite coal for October clearly reflect the effect of the great strike. The output was only 813,531 tons. These figures compare with 8,899,303 in October, 1899, and 4,765,000 in 1898.

CHICAGO MARKET.

As stated in this column last week, the delays and interruptions at the anthracite mines in Pennsylvania will be the rule rather than the exception. So far this has proved to be the fact, and quite a number of stoppages have been reported owing to misunderstandings and disputes arising from the various constructions put upon the recent agreement between operators and miners. The election has also been a disturbing element as regards work, which, together with Thanksgiving, will probably curtail the output of the mines for November to two-thirds of their capacity. Hence, there may not be any great amount of coal at the disposition of the companies for several weeks, and it is quite possible the scarcity of coal will continue. There is quite a deficiency of coal to be made up at the head of the lakes, as well as at some ports on Lake Michigan, which cannot be reached all-rail except at a prohibitive freight tariff. It is believed that every effort will be, and is being, made to forward anthracite to Duluth and Superior and other points before the close of navigation. Some of the companies have sent their traveling salesmen out on the road, as it is known that many dealers had ordered very lightly owing to the protracted warm weather, and the uncertainty in regard to the election. As this is happily settled and sound money is triumphant, liberal orders are expected.

Anthracite, though quiet in a general way, begins to feel the influence of a greater inquiry, and there is little doubt that it will increase as the season advances. The colder weather during the latter part of the week has infused some life into trade as shown by the increased demand from surrounding towns, and the greatly decreasing stocks in yards and on docks. There is not now to exceed 120,000 tons of anthracite in Chicago, a large share of which will disappear as the weather becomes seasonable. Receipts of anthracite by lake since the strike have been very light, and a great improvement will have to be made if the docks here are to have sufficient supplies to last even to midwinter. Retail trade is fairly active, and those dealers who put in good supplies of anthracite late in the summer are now reaping the reward, while others are correspondingly crestfallen because they had not the courage to follow their convictions. Prices remain firm, at \$6.00 in carloads and \$7.00 at retail.

Bituminous coal of Western production continues in such heavy supply that the market, or what there is of it, is almost utterly demoralized, owing to the absence of demand. It must be understood from this that the current orders and contracts and new business are entirely unable to absorb the limited production. Operators quite generally are restricting their output as much as possible, but, despite this, the accumulation increases each week, and on fine coal the supply is such that extremely low prices now prevail. This is due to the abnormally warm weather, but as soon as cold, frosty weather arrives to stay, there will be demand enough to satisfy "even a coal man," as one of them remarked to the writer. West Virginia and Maryland and other Eastern coal is in better supply and this has imparted an easier feeling in the market. The circular as shown below is more or less nominal.

Coke has already felt the impetus imparted by the election of sound money candidates, and there is a better inquiry and demand.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.			
ANTHRACITE COAL.		BITUMINOUS.	
Grate.....	\$6 25	Carterville washed nut.	\$2 25
Egg.....	6 25	DuQuoin.....	2 50
Stove.....	6 25	Wilmington.....	2 50
Nut.....	6 25	Spring Valley.....	2 50
Grate from yard or dock.	6 25	Riverton, Marion } and similar grades }	2 35
Egg, stove and nut from dock or yard.....	6 00	All Spgld. district }	2 25
Domestic sizes at retail..	7 00	Penwell and Pana }	2 25
		Alton district.....	2 25
BITUMINOUS.		EASTERN COALS.	
Brazil Block, Ind.....	2 80	Pocahontas }	
Sullivan county, Ind.....	2 25	Maryland }	
Sullivan county, Ind., nut.....	2 00	New River }	
Island, Ind.....	2 35	Ocean }	
Island nut.....	2 00	Montana.....	3 50
Coxville, Clinton, etc....	2 00	Winifrede Splint.....	3 40
Hocking Valley, Ohio....	3 00	Thacker ".....	3 40
Carterville, Ill.....	2 50	Rammond ".....	3 40
		Mammoth ".....	3 40
		SMITHING AND CANNEL COAL.	
		Blossburg.....	
		Cumberland.....	
		Piedmont.....	\$3 75
		Lilly.....	
		Sonman.....	
		Birdseye Cannel.....	5 75
		Falling Rock Cannel....	5 75
		Cannelburg.....	3 35
		Federal Smokeless.....	3 75
		COKE.	
		Connellsville.....	4 75 @ 5 00
		Pocahontas.....	4 75
		New River.....	5 00
		Fairmont.....	5 00
		Elk Lick.....	5 00
		Gas House.....	4 50
		Charcoal per bushel.....	18
		Crushed Coke.....	4 80 @ 5 25

BALTIMORE, MD.

NOVEMBER 7, 1900.

Vessel rates firm and coal charters rather scarce. We quote: Baltimore to Bangor, \$1.05; Bath, Me., 95c; Portland, Boston and Salem, 85c; Portsmouth, N. H., 90c; New Haven, Bridgeport, Providence, Allens Point and New Bedford, 75c; Somerset 90c; Fall River, 80c; New York, 70c; Galveston, \$1.75; Jacksonville, \$1.25; Savannah, \$1.15; Port Royal, S. C., and Charleston, \$1.25; Wilmington, N. C., \$1.00; Velasco, Tex., \$2.00; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3.00; Key West, \$2.00.

Coal Charters Since Last Report.—Schooner John F. Randall, Baltimore to Boston or Portsmouth, N. H., 85c; schooner Bertha Dean, Baltimore to Boston or Salem, 85c; schooners Martha T. Thomas and Susie M. Plummer, Baltimore to Havana, \$2.25.

One thousand tons of gas coal was shipped last week from Newport News to Marseilles, France for experimental purposes.

PHILADELPHIA, PA.

NOVEMBER 5, 1900.

The anthracite coal trade is just beginning to feel the effects of the resumption of the mines. All the companies are now shipping a little coal to this point for consumption here and to load for Eastern tidewater points. The supply, however, is still limited as, with the necessary preparations at the mines to get again into working order, many of the operators in the Hazleton region now report a scarcity of water, which is greatly hampering a full production, and in some instances mines had to be closed down on this account entirely. The Reading has begun to deliver coal at Port Richmond, but no vessels have yet been loaded for shipment beyond the capes. The efforts on the part of the companies at present seem to be to stock up somewhat at the principal distributing points and to help out needy dealers along the line with enough coal to meet their most urgent wants. The demand generally has no been as large as was anticipated, considering the small amount of stocks in dealers' yards, but the cooler weather in the last few days is beginning to reflect a stronger tone in the wholesale market, and this, with the urgent orders in hand for some time now, is more than sufficient to absorb all the newly mined coal coming forward. Prices are well maintained, and there is no indication of a decline for weeks to come. The present circular is as follows for free-burning white ash coals f. o. b. cars at the mines: Broken, \$2.75; egg, \$3.00; stove and chestnut, \$3.25; pea, \$1.75 per ton.

The soft coal trade is reported a little easier than it was with shippers over the Pennsylvania railroad, except with producers of the higher grades, and even they are in better shape, due to the improved car service and transportation from the mines. Shippers over the Baltimore & Ohio are still complaining at the poor car supply, and say that it is getting worse instead of better, and it is not an unusual thing for cars to remain tied up at sidings for days. The principal demand continues to come from the shoal water ports, which are still short, though it is thought that the open weather has permitted an increased tonnage to go forward. The chief difficulty in increasing shipments to these territories at this time is the shortage of suitable vessels to carry the coal, producers are giving comparatively the larger proportion of their product to this trade in order to help out their consignees as much as possible before ice makes. The far East is calling for a good deal of coal and, while fair shipments are being made there, consumers do not seem to be able to get much stocks ahead. All-rail trade is active and is taking all the coal it can get. Where the better grades are not obtainable the cheaper coals are taken to fill up on orders usually demanding nothing but the best. Export trade is rather quiet, though regular shipments are being made.

In the coastwise vessel market vessels of the larger class are plentiful and smaller craft scarce. We quote as follows: To Boston, Salem and Portland, 70c; Sound ports, 60-65c; Wareham, 75-80c; Lynn, 85c; Newburyport, 90-95c; Portsmouth and Bath, 75c; Saco, \$1.10 and towage; Bangor and Gardiner, \$1.00, with towage to latter port.

CINCINNATI, O.

NOVEMBER 8, 1900.

A heavy snowstorm today, after a long season of extraordinarily pleasant weather, will have the effect of hastening tardy buyers with their orders for coal. The domestic trade—that of supplying families with coal—has been quite dull for two weeks, owing, partly to the fine weather and partly to the recent reduction in the retail prices of coal; but from this time forward good business is expected. No further changes have been made in prices, and none are anticipated until conditions change. All the standard qualities of soft coal sell for \$2.75 and \$3.00 a ton, delivered in the city proper, and \$3.00 and \$3.25 a ton on the hills and other suburbs. Pocahontas and New River, however, are still held at \$4.00 and \$4.25 a ton, delivered. Wholesale, lump is worth \$2.35 to \$2.50 a ton on cars here, and nut and slack ranges from \$1.60 to \$1.75 a ton. River coal, wholesale, is nominally held at 8 cents a bushel for lump, afloat in barges, but there is none for sale. One large concern here caused considerable consternation this week by offering nut and slack at ridiculously low prices delivered, giving as a reason for it that demurrage was accruing on nearly a hundred cars. This dealer had offered the coal to the other dealers, but with the characteristic suspicion of the craft it was refused, and it found its way to the boiler rooms of a number of large consumers at prices that will be hard to raise when more coal is offered. Anthracite is worth \$7.00 a ton, delivered here, and it is not likely that the price will be changed for some time. The demand for steam fuel continues good here, and the result of the election is expected by many to further increase the demand.

DETROIT, MICH.

NOVEMBER 8, 1900.

There have been but very few cars of hard coal received in this city since the miners resumed work. Prospects for immediate receipts are not flattering, owing to the scarcity of cars, as well as the meager shipments to the West. The stocks in Detroit have held out very well, and there has been no great anxiety for coal until the last day or two, and this is caused by the cooler weather. It will probably be three or four weeks before coal will be offered freely on the market, and the demand will, no doubt, be good during the balance of the winter season.

Bituminous coal is in good supply in our local market, and fine coal is almost a drug, but this is accounted for by the heavy shipments made during September and the early part of October, and to the extremely warm weather during these months. Prices are well maintained, and the demand from this time will, without a doubt, tax to the utmost the ability of the railroads and shippers to supply.

Smokeless coal, especially egg and nut sizes, are almost impossible to get, and even run of mine is not plentiful. Coke is being used by the domestic trade to some extent, to replace hard coal, and the demand for this article has been brisk.

Mr. A. M. Ogle, Indianapolis Ind., president of the Island Coal Co., was in Chicago on business connected with his company.

CONNELLSVILLE, PA.

NOVEMBER 6, 1900.

The coke trade keeps close to an average production of 150,000 tons a week. It slides up and down, some times losing 5,000 to 8,000 tons a week, and probably the next week regaining the loss. Last week it was a gain, sending the weekly tonnage over the 150,000 ton mark. The prospect for a better demand is improving. It is only a matter of price now. If the operators would take all the low priced contracts offered for long delivery they could be working every oven in the region six days a week. Some of the trade journals are quoting coke at \$2 a ton, while others claim that contracts are being made as low as \$1.75 a ton. The latter figure is hardly correct.

It is said that in some instances concessions have been granted to furnace men by the coke men on contracts closed several months ago, when coke was close to \$3 a ton and even higher than that figure. These will expire in a short time and the concessions granted on them may bring the average price of the whole contract down to between \$2.50 and \$2.75 a ton. It is on these concessions that the rumors of low-priced contracts are based.

Furnace coke is quoted at \$2.25@2.35, and foundry coke \$2.50@2.75. These figures are for standard Connellsville.

SAN FRANCISCO, CAL.

OCTOBER, 31, 1900.

Since the "Moana" sailed there have been the following Australian coal deliveries, viz.: "Charles Gounod," 3,031 tons; "James Kerr," 3,645 tons; "Crocodile," 3,800 tons; "Osborne," 4,717 tons; "Admiral Troude," 2,610 tons; "Star of France," 2,377 tons; "Fannie Kerr," 3,645 tons; "Springbank," 3,860 tons; "Shenandoah," 4,000 tons; total, 31,685 tons. The quantity at hand this month is treble the amount received from Australia in September; it was all delivered direct to consumers, none went into yard. There are thirty coal engagements from Sydney and Newcastle, aggregating a capacity of about 92,000 tons; one-third of this will not arrive here this year. This shows a shrinkage of about 20,000 tons since the last steamer left. The delay in loading is the principal reason why more tonnage is not diverted in this direction, as there cannot be a more profitable port for ship owners than this, with twenty shillings for coal inward, and forty-two shillings six pence for grain outward. Recent liberal deliveries from the coast have enabled some wholesalers to put a small quantity in yard to prepare for the winter demand. High prices will assuredly rule all this winter, as the market is entirely controlled by the coast product. Crude oil is making a serious inroad into the steam fuel market; recent statistics carefully compiled show that over 50 per cent of the coal consumption for last year is being now displaced in quantity by the oil product this year, which will be materially increased in 1901.

WHEELING, W. V.

NOVEMBER 7, 1900.

There had been more attention given to politics than to business the past few weeks, and the past week has been the culmination of it all. Now that it is all over, and there is every assurance that there will be no change in the policy of the government on any line, and people know what to expect, whether they credit the outlook with good or bad omens, things will soon steady down. Certain it is that a good many business enterprises of more or less importance have been holding off till after the election. This is not an insinuation against the policy of either party, but merely a statement of fact. There are not a few Democrats who really wanted Bryan elected, who have been waiting till after the election to begin operations. I know of several orders which were held back by men who voted for Bryan, in the belief that with him elected there would be better conditions. Now that he is defeated, and these men know what is before them, they will make the best of it, and go in for all there is in sight. The business outlook is fine in West Virginia. The demand for coal is growing steadily, and it will not be for lack of opportunity if the coming three months do not eclipse the past three. All along the line, there are good reports. Fairmont is getting big business, and believes the future is to be good. The West Virginia Central and Pittsburg people have been giving a good deal of attention to politics, for there are at least three members of the controlling interest of that road and its coal business that were candidates for office. They will all have more time to devote to coal now, and less to dough and the rancors of partisanship. In the Kanawha valley there has been a large influx of miners. The men who have hired them all assert that they have been brought here to work in the mines on account of the increased demand for coal, while the politicians declare they were brought here to vote. At any rate, some of them have already begun getting out coal, and it is likely they will all be so employed within a week or two, no matter what they did on election day. The Norfolk & Western region is still well employed, although there is still a slight oversupply of both coal and coke in that section. The things which have made business a little dull are disappearing, however, and the outlook is fine. In the Kanawha valley the mines which ship by river are still doing but little, in fact, hardly anything. The drought has been unprecedented, and the Kanawha and Ohio have not been at a boating stage for months. There is a better outlook now, however, for the fall rains have set in, and it is not likely that there will be drought again before next summer. The markets of the lower river are well depleted, and it will be surprising if the prices of coal will not be very good for a long time after the river is opened for navigation.

A new device for the consumption of smoke given off by locomotives has been invented which is said to give entire satisfaction. It is claimed to be almost perfect, irrespective of the moving or standing position of the locomotive. The cost of equipping a locomotive with this device is about \$25.

If American miners and shippers of coal can solve the question of cheap ocean transportation to French ports they will have fine prospects, even when the prices become normal, of sharing with Great Britain the 7,000,000 of tons which that country sends to France annually. So states United States Consul Thackara, at Havre, in a report upon French coal.

ON THE WING.

Mr. E. Shurtleff, a prominent business man and the leading coal dealer in Marengo, Ill., has again been elected and returned to the state legislature as senator for his district.

Mr. J. H. Bowling, mining engineer with the Cumberland Coal & Coke Co., Crossville, Cumberland county, Tenn., is touring the Pacific slope and calling upon friends and relatives there.

On November 7 the steamship Elwood loaded 7,688 tons of hard coal at the Lackawanna trestle at Buffalo, for Duluth. This is the largest cargo of coal ever carried by a vessel on the lakes.

With the resumption of work by the Laflin mine, of the Laflin Coal Co., Wilkes Barre, Pa., this week, all the anthracite mines in the Wyoming district are working their full complement of 48,000 men and boys.

Mr. Emerson Hakes, Rutland, La Salle county, Ill., owner and operator of the Hakes mine, died recently. His property is estimated variously from \$150,000 to \$250,000. He was a well-known character in the trade.

The passenger department of the 'Frisco Line has just issued a booklet of photographic views of points of interest along the line. The pictures, many of which are tinted in colors, are large and number about forty.

A member of a firm of large operators and shippers of Illinois coal told the writer that he had been obliged to buy 200 cars of coal to help out; they were just that much short to fill orders and current contracts this week.

The Philadelphia & Reading Coal & Iron Co. announce to the line and city trade that their prices for shipment during November will be as per circular No. 32, of October 17, 1900. All unfilled October requisitions will be cancelled.

Mr. Thomas R. Stockett, Jr., chief engineer of the Pacific Coast Co., Seattle, Wash., has resigned his position. Mr. Stockett was with this large corporation for some years. It is understood that he will remain on the Pacific slope.

The steward of the State hospital, Cleveland, Ohio, asks bids for supplying 6,000 tons of bituminous coal for the ensuing year—lump, run of mine and slack. Analysis of coal offered must accompany each proposal. Bids will be received up to 10 o'clock A. M., November 21, 1900.

A prominent shipper of coke, in Chicago, remarked to the writer: "Coke is firmer today (Friday) than it has been for the past thirty days, and that the prospects for a general improvement are decidedly better. Yes, orders have been taken this week at an advance above those prevailing a month ago."

According to our Philadelphia correspondent, "coal shipments over the Philadelphia & Reading railroad are increasing rapidly and will be at the normal figure early this week. It was stated at the office of the general shipping department yesterday, that fully 1,600 carloads had been sent down to this market last Friday, and that meant 38,000 tons of coal."

Our Philadelphia correspondent reports: "On Monday, November 5, the Lehigh Coal & Navigation Co. declared a semi-annual dividend of 3 per cent, or 1/2 per cent more than its usual rate. This places the company on a 6 per cent basis. The company also contributed \$25,000 to the miners' benefit fund. This represents a percentage deducted from the tonnage of the mines that is devoted to the relief of injured miners."

Mr. W. S. Bogle, president of the Crescent Coal & Mining Co., The Rookery, Chicago, who has just returned from New York City, remarked to the writer that there was a good demand for anthracite coal at 50 cents above the July circular, and that everything indicated that the companies could market their output for November entirely independent of weather conditions. This is practically insured by the shortage of coal all over the East and in certain parts of Canada.

The arrival at Philadelphia, on Saturday last, of the George W. Wells, the first six-masted schooner ever built, which was launched at Camden, Me., was the cause of considerable interest and admiration by the trade there. Her dimensions are, length, 319.3 feet; breadth, 48.5, and depth of hold, 23 feet. Each of her Oregon pine masts is 119 feet in height, and each topmast 58 feet. The Wells is to load 5,000 tons of coal for Havana.

Mr. H. M. Senseney, Bloomington, Ill., the pioneer in the coal trade of that section of the country, was in Chicago this week, looking hale and hearty, and remarked to the writer: "I asked an anthracite agent about some all-rail coal, and he told me if I offered \$100 a ton there would be none forthcoming, and would probably not be during November—for distribution to the general trade—adding, if cold weather comes to stay, there may be a scramble for coal."

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The Coal Trade Sound Money Club made a splendid showing at the big Republican parade in New York on the 3rd instant. Both wholesalers and retailers participated, and it was one of the few occasions where so many of the trade were brought together. The feature of the parade was the marching of the sixty miners from Forest City, Pa., who were rigged out in their mining attire, with lamps in their caps and carrying the regulation miner's picks. The men were brought down by the Coal Trade Club.

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Little is heard of what progress is being made by the individual operators toward a reduction in tolls, though it is understood that negotiations are still on and developments may be looked for at any time now. The idea is that when all the retails can be straightened out the companies will put them on a 65 per cent basis, though there seems to be an effort on the part of the companies to get control of as many of these individual operations as possible, and thereby make the construction of the Delaware Valley railroad more difficult.

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A meeting of the officials of the Chesapeake & Ohio railroad was held on Saturday last, after completing a tour of inspection of the entire system with the object, it is understood, of examining closely as to the ability and capacity for exporting coal and to definitely arrive at the lowest possible cost to place coal in the European market. This company has, in the past year, been a very large exporter of American coal, and their ability and advantages for handling coal cheaply and to compete with the foreign trade is, no doubt, sufficient inducement to go into this business on a much larger scale.

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The increased demand for the H. B. Sackett Improved Screen and Appliances has rendered it expedient to make a change in the management of the business, as well as to provide additional facilities and means to meet all requirements. The hopper screen, since first manufactured, has always been advertised, sold and known as the Sackett Improved Coal Screen. In order to identify this screen, in the interest of parties concerned in the new arrangement the business hereafter will be carried on under the name of the H. B. Sackett Screen Co., with factory and main office at 4232 State street, Chicago.

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According to a correspondent of the Chicago Record, "the managers of the Swedish state railroads lately purchased a quantity of American steam coal. The first cargo, about 4,000 tons, arrived a short time ago at a Baltic port, and last week the first 5,000 tons of American coal arrived at this port from Baltimore by the English steamer Laureldene. The coal has been analyzed and tested, and has been found to possess higher caloric value than the Newcastle coal used heretofore. It also produces little smoke, but is said to be rather soft and dusty. Further trials will be made with the cargo just arrived."

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Mr. Luis Jackson, industrial commissioner of the Chicago, Milwaukee & St. Paul railroad, has issued a neat sixteen-page pamphlet, complete with maps, giving a brief history of this grand Western system. In February, 1851, the railroad had twenty miles of track; in February, 1900, it has 6,396 miles. It contains a copy of the program on the occasion of the opening of the road from Chicago to Waukesha, on February 25, 1851. It is a concise epitome of the history of the road and of the development of the territory through which it runs, and is an admirable compilation of facts and figures.

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Our Baltimore correspondent writes: "Mr. James W. Whiteley, of the Baker-Whiteley Coal Co., entertained a party of Pennsylvania railroad officials Tuesday, and took them down the Patapsco river on the sea tug Britannia. They inspected Curtis bay, Sparrows Point and Canton. The party consisted of George C. Wilkins, general agent of the Pennsylvania at Baltimore; John B. Thayer, Jr., general freight agent at Philadelphia; J. G. Searles, coal freight agent at Philadelphia; S. P. Hutchinson, assistant general agent at New York; W. H. Drayton, division freight agent of the Northern Central; W. Hayward Meyers, general superintendent of the Northern Central, of Williamsport; J. P. Kerr, auditor of the Northern Central; H. W. Kapp, superintendent of the Baltimore division of the Northern Central; Edward D. Nelson, superintendent of motive power of the Pittsburg & Erie railroad, of Williamsport; W. H. Coughlin, principal assistant engineer of the Northern Central, and S. L. Shober, Jr., assistant engineer of the Northern Central. Mr. Whiteley entertained the visitors at luncheon on the Britannia."

The Du Bois (Pa.) Express states that J. W. Clark, H. E. and J. O. Clark, Colonel E. A. Irvin and Hugh M. Irvin have closed a deal by which the Clearfield & Indiana Coal Co. comes into possession of another block of between 13,000 and 14,000 acres of land underlaid with two good veins of coal, in connection with the 1,021 acres purchased by the same company less than a year ago. The newly acquired tract adjoins and is practically a part of the above mentioned tract already owned by this company, and both the D, or Moshannon, and the B veins are present in thickness enough to make profitable working.

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Some of the daily newspapers have computed that the recent strike in the anthracite fields has cost millions of dollars in loss of wages to the miners. Men in the trade who have any knowledge of the coal business know, or should know, that there is always more or less enforced idleness in the four mining fields—Northern, Lehigh, Middle and Southern—and that the recent six weeks' shutdown will not affect the aggregate earnings of the men for the year. The real losses will fall upon the operators, who have had a certain amount of strike expenses connected with the mines, upon which there was no return or recompense.

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The Engineering and Mining Journal thinks the present European demand for American coal is temporary, resulting from the present exceptional industrial activity in the Old World and high prices. But Great Britain and Germany will be able to supply the European markets, the Journal thinks, after the reaction has taken place and prices have fallen. We can send American coal now across the Atlantic at a profit at present prices, but could not profitably send it if prices fell to their former level. It remains to be seen whether after prices collapse, we can so reduce the price of our coal as to retain the place we have gained in Europe.

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The annual meeting of stockholders of the Chicago, Burlington & Quincy system was held in Chicago, November 7. Aside from a consideration of the annual report of operations, a confirmation of the recent purchase of the auxiliary lines in Iowa and a re-election of all the old directors, nothing of consequence was done. The men re-elected to the directorate were Charles J. Paine, William Endicott, F. W. Hunnewell, Richard Olney, Edward W. Hooper, J. Malcolm Forbes, George P. Gardner and Nathaniel Thayer, of Boston; Charles E. Perkins, president of the system, of Burlington; T. Jefferson Coolidge, of Manchester, Mass., and J. H. Smith, of New York.

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The Saginaw Coal Co. and the Pere Marquette Coal Co., Saginaw, Mich., are in receipt of a highly complimentary letter from Scrimaglio & Co., Genoa, Italy, who, after stating that one of the company had visited their coal exhibit at the Paris exposition and was much interested in what he saw, says, in a letter to the two companies: "On comparing same with the leading characteristics of Scotch and English coals, I came to the conclusion that, if your coal were imported into this country in large lots and regular shipments, it would, in the early future, conquer the market altogether, and, if delivered in nice, big lumps, the business would undoubtedly prove a success."

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The fighting qualities and good grade of courage possessed by the negro was strikingly shown in the face of unexpected danger by Harry Burgess, the colored servant of the late William H. Hosler, paymaster of the Southwest Connellsville Coke Co., who, when attacked by four well-armed highwaymen, pulled his revolver, shot one dead and fatally wounded a second, while the other two fled. He drove back to town, gave the alarm, and headed the posse which went in pursuit, which killed one robber and captured the other. Brief mention was made of this affair in our issue of November 3, which happened on a road between Pittsburg and Alverton, Mr. Hosler being instantly killed by the miscreants in their attack on the buggy containing the pay for the men, some \$4,000. Throughout the whole affair Mr. Burgess was alert, cool and brave under conditions which would have unnerved many men of any race or color.

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The new circular price list, "Hot Air," just issued by O'Gara, King & Co., Western Union building, Chicago, is up-to-date, a characteristic of this enterprising firm. Their own mines are in the Carterville district of Illinois, and they are agents for Parke County Coal Co., Oak Hill Coal & Mining Co., Summit Coal Co., and Standard Block Coal Co., all in Indiana; also General Hocking Fuel Co., Columbus, Ont.; Pinnickinnick Coal Co., West Virginia, and Lehigh Valley anthracite. They say: "We are now inspecting, at Chicago, each and every car of coal before it is forwarded to the country. All cars with the slightest defect are thrown out and held here. This should insure our customers receiving the highest possible quality of coal." A sample of their celebrated Rosedale (Ind.) coal was sent to the Paris Exposition by request of the government. It was analyzed there, and the excellent results stimulated European inquiry for the coal.

The steamship Bunkering Association, at their meeting in Philadelphia last week, named the following prices, to go into effect January 1, 1901, and to be effective on all bunkering trade on the Atlantic seacoast for the ensuing year. At New York \$3.00 a ton alongside; Philadelphia and Baltimore, \$3.00 a ton, trimmed in bunker; Marcus and Sparrows Point, \$3.25 a ton, trimmed in bunker. It was also reported at the meeting that the railroads would make an advance of 10 cents a ton on tidewater shipments, and, although the idea is that it is to go into effect on this business January 1, it is not thought that it can become effective until April 1, having already obligated themselves up to this date.

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Unusual interest is shown at the report of the Baltimore & Ohio railroad on account of the developments that have taken place during the past year. The principal features of the year's operations is the large increase in its gross earnings and the low operating expenses. The total ratio of operating expenses on the main line to gross earnings declined 12.2, or 16 per cent; maintenance cost declined from 27.3 per cent to 22.4 per cent, or 18 per cent, and transportation from 49.4 to 42.1 per cent, or 14.7 per cent. The maintenance of track and rolling stock also shows a considerable decline, which looks as if this road was beginning to reap the benefits of its recent equipments in the way of new cars, locomotives and roadbed.

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A correspondent at Bozeman, Mont., states that several coal experts have just returned from the Gallatin basin and are much pleased with the coal outlook. The main field of coal is near Taylor's Fork and is in a sort of elevated basin 1,000 feet high, covering an area of ten to twelve miles. The coal, according to geologists is the oldest yet found in Montana, while the veins are from four to nine feet in thickness. The owners say this coal is the hardest found in any region of the United States west of the Mississippi river, and that there is an unlimited supply. Should these experts make a favorable report there is no doubt a railroad will be built from the fields to Bozeman, and that an extensive plant will be built near the mines.

ALL ANTHRACITE MINES NOW WORKING.

It can now be said that all the miners in the anthracite coal fields of Pennsylvania are at work, the majority of whom returned October 29, pursuant to the order issued by the union officials. Considering the vast army of men on strike, there were few outbreaks of violence and but little loss of life and bloodshed, and there was no destruction of property of any moment, all due to the sharp supervision and conservative methods pursued by the leaders, who have shown more than ordinary tact. This is all very well and good as far as it goes, but it does not go far enough; by which is meant the terms of the settlement. At the end of the season of 1900-1901 next April there will be necessarily a great reduction in the output, some mines will close altogether, while others will be put on short time. This will naturally afford less employment to fully one-third of the men, perhaps more, when there may be the same spirit of discontent. Then what? It is evident that the strike leaders have not gone far enough with the men and that some means should be devised to afford the miners more working time if they are to be kept satisfied. Then there is the possible narrowing instead of expansion of the consumption of anthracite because of the higher price, on account of the advance in wages, which will further restrict the output. Hence, if the demand falls off, less coal must be mined and the men must be laid off. It therefore follows that in order to keep the miners employed the selling price of coal must be reduced, and wages will have to follow, because it is not in the nature of things that operators will submit to continued loss. It is then clear that fair wages can be maintained only by forcing some of the miners to seek other employment. This will unquestionably improve the general condition of the miner and enable the operator to obtain some profit on his product.

COAL IN MAINE.

A dispatch from Bangor, Me., says: "James Kelley, a miner of Portland, has made the discovery that there is enough coal hidden away under the forests of northern Maine to supply the whole world for many years.

Mr. Kelley has for some time been conducting submarine explorations at Small Point, at the mouth of the Kennebec river, where for the past ten years quantities of coal have been washed up by the sea after every heavy storm, and he declares that there is a vast deposit of coal under the bottom of the sea there.

Recently, however, he has left the operations at Small Point in charge of his son, while he prospects for a much larger deposit which he is confident underlies the hills of the region through which flows the west branch of the Penobscot.

Whole townships in this region have been bonded by Mr. Kelley, who acts for a syndicate of speculators who received their information in the first place from a man who is now in the state prison at Thomaston.

Several Maine guides also assert that they know that vast coal fields exist in northern Maine, and Kelley's investigations thus far have convinced him that the information is correct. He is a practical miner, and his theories are attracting the serious attention of capitalists.

WAGES OF ILLINOIS AND INDIANA MINE ENGINEERS.

After a two days' session at Danville, Ill., the coal operators of Illinois and Indiana on Saturday, November 3, concluded a wage arrangement with the hoisting engineers for the ensuing year as follows:

For mines of over 500 tons daily capacity the wages are as follows:

First engineer, \$80; second engineer, \$67.50; third engineer, \$67.50.

For mines from 200 to 500 tons daily capacity: First engineer, \$75; second engineer, \$65; third engineer, \$65.

For mines under 200 tons' daily capacity: First engineer, \$75; second engineer, \$62.50.

In order to provide for the classification contemplated in this agreement the matter was referred to the committee, which agreed upon the following:

Each mine shall be classified monthly by the operator and engineer or engineers interested, as belonging to class A, B or C, by taking the production of mine run coal each month, including the tonnage of dirt or rock hoisted and dividing such tonnage by the number of days and fraction thereof that the mine actually worked in such month. The operator at each mine shall furnish the engineers at each mine, when requested, the number of tons of mine run coal hoisted and paid for on the pay rolls of each month, and in the event of any dispute between the parties as to classification, the matter shall be referred to the Commissioner of The Illinois Coal Operators' Association and the Chief of the Brotherhood Coal Hoisting Engineers for investigation, and their decision shall be final.

THE COAL FIELDS OF KNAPPA, WASHINGTON.

A special correspondent at Astoria, Ore., writes calling attention to the coal deposits at Knappa, and the influence that their development may have upon the future of the entire Pacific coast, especially between San Francisco and the Columbia. The article is reprinted in part as follows:

"The beautiful city of Astoria, situated at the mouth of the Columbia, the grandest river of the West, has visions of a glorious future, which will eclipse the wildest dreams of its original settlers. It aspires to be the commercial metropolis of the Pacific coast. Where the cheapest fuel can be secured there the shipping of the coast will center, and all indications point to this port as the future Scranton of the West.

"Rumors of rich coal outcroppings at Knappa, not far from here, have been heard, but it has just leaked out that the best experts on the Pacific coast, engaged by prominent business men of this city, have reported that there are indications of coal and petroleum of good quality and in paying quantities. The matter has been purposely kept quiet until the title to a large tract of the most promising land could be secured.

"The Knappa Coal Co. has been incorporated and has secured 6,500 acres, ordered the necessary machinery, and will at once begin the development of the property.

"The officers of the company, who are among the best known business men of this city, are: President, F. P. Kendall; vice-president, B. Van Dusen, secretary, H. T. Findlay; treasurer, J. N. Griffin; trustee, F. R. Stokes.

"If the enterprise proves a success, the promoters argue that it means more to Astoria than would the construction of a half dozen new railway lines about the mouth of the Columbia river. Shipping goes where the cheapest fuel can be obtained. The representatives of the Knappa Coal Co. are satisfied that they have an abundant quantity of good coal right on the line of the A. & C. Railway and close to the water's edge, so that no part of America could land it in an almost unlimited market as cheaply as it can be delivered here.

"They think the opening of these mines means that the commerce of the Western world with the Orient will center at Astoria."

NEW TEN-MILE ROAD TO TAP COAL LANDS.

There has just been chartered at Charleston, W. Va., a railroad company that claims to have in view the development of two big business enterprises in that State, the building of a railroad and the mining of a vast amount of coal. Pittsburg capital is concerned in the venture. The company will be known as the Warrenton, Bethany and Washington Railroad Co. The road to be constructed will be ten miles long. It is to run from Bethany, by way of Wellsburg, to a point on the Ohio river opposite Warrenton, O. The capital of the concern is \$1,000,000.

The incorporators of the company are James H. McRoberts, a civil engineer, and William H. McKinley, a well-known coal man, both of Pittsburg; and Thornton M. Johnston, Alexander L. Arthur and W. H. Bradley, of New York. Johnston is a large contractor; Arthur, a representative of a Canadian bank, and Bradley a coal sales agent. The three jointly own two ocean steamers and four or five sailing vessels. Other parties are also said to be interested in the undertaking.

The new road is to be used principally for the transportation of coal. The passenger service will not amount to more than several trains a day. The route of the road runs through a rich coal country. There are fully 60,000 acres of undeveloped coal lands along the line. The new railroad company owns 25,000 acres of this land. The company will begin at once to mine the coal on its vast property, and it is supposed that the rest of the coal territory will also be developed soon. At present there is no way of transporting this coal to market.

When the coal reaches the Ohio river over the coming railroad it will be loaded there on boats, or the cars will be run on barges and taken across the Ohio river and thence up an incline yet to be built to the Pittsburg, Ft. Wayne & Chicago railroad.

The right of way for the proposed road has been secured. The contract for its construction will be awarded within three weeks. A corps of engineers is now laying out the route. The country through which the route passes is of such a nature that the road can be built within a reasonable cost, estimated to be at from \$35,000 to \$45,000 a mile. The road is to be double track. As the road does not connect with any other road, considerable difficulty will be experienced in placing the rolling stock and other equipment on the ground. The company expects to spend \$1,500,000 in starting its big venture.

EXHIBIT AT PARIS OF THE JEFFREY MANUFACTURING CO.

Herewith is reproduced a photograph showing the exhibit at the Paris Exposition of the Jeffrey Manufacturing Co., of Columbus, Ohio.

Their exhibit was located in the American Building, at Vincennes, and has perhaps attracted as widespread attention as any one American exhibit in Vincennes, for the reason, that although the space allotted does not give them an opportunity to adequately display their lines, it gives those who have been fortunate enough to visit Vincennes some idea of the great diversity of coal mining machinery and elevating and conveying machinery manufactured by this well-known company.

They show one of their 17-A Electric Chain Mining Machines which has become standard the world over, and have arranged with the exposition authorities, so that current is carried right to their space, in order to allow the continuous running of this machine, which gives the initiated a new idea

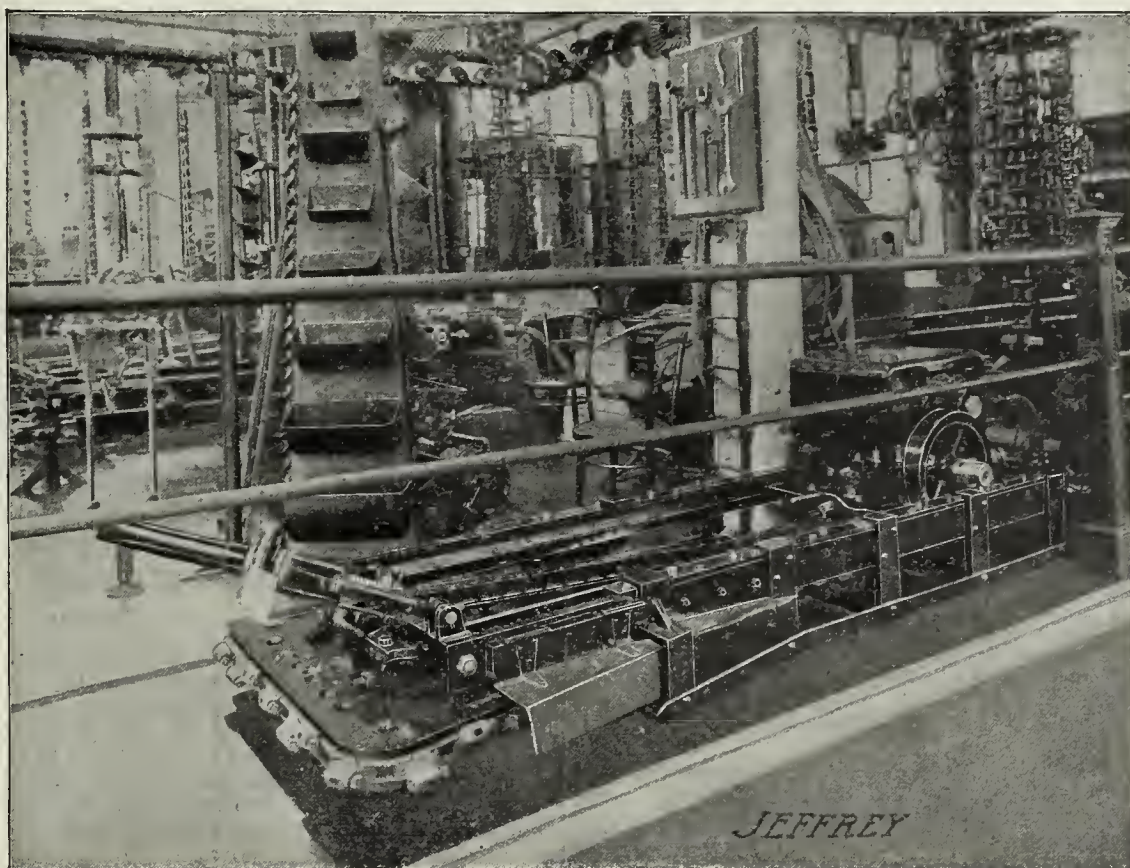
of the ingenuity which has been displayed in designing machines for working underground in coal mines.

They also have one of their 16-D Air Chain Mining Machines, which has been connected with compressed air pipes in the building, so that it can be operated.

These two machines are a great novelty in Europe, for the reason that, although efforts have been made by European engineers to design successful coal cutters, nothing as compact, powerful and efficient as these American machines had ever been seen on that continent, save in the mines where they had already been put to work by the Jeffrey Manufacturing Co.

They also show their Electric and Compressed Air Rotary Coal Drills, which attract a great deal of attention. They, too, are arranged so that power can be attached.

About their space is arranged, very artistically, a fretwork of malleable and steel chains, which gives the visitor an idea of the styles of chains used



so extensively in this country for elevators and conveyors in factories, mills and mines of all kinds.

French and German engineers, we understand, have been constantly expressing their astonishment at the great ingenuity shown in designing these chains for all kinds of conditions.

Too much space would be required to describe all of the very interesting details of this exhibit, which covers the different styles of elevator buckets, screw conveyors, screw conveyors, elevator boots, etc.

The Jeffrey Manufacturing Co. are to be congratulated by their friends on

having been given three grand prizes by the exposition authorities, which prizes cover their coal mining machinery and elevating and conveying machinery.

They issue a very handsome catalogue covering their lines, published in English, German and French, which has been of special interest to all European engineers who visited their exhibit.

Their exhibit was in charge of Mr. S. B. Belden, who has been for a number of years connected with this company, in charge of their Pittsburgh office.

COAL DEALS IN THE ALLEGHENY VALLEY.

There are a number of capitalists who are securing options on the coal lands up the Allegheny valley near Armstrong county, and the time is not far off when all the available coal lands will be secured by capitalists who are going into that business. The land along the Monongahela river has nearly all been secured, and the price has reached such a figure that those who are looking for coal lands are going into the Allegheny valley. The last coal bought in the Monongahela valley was 150 acres purchased by the Iron City Sand Co. for \$506 an acre. The land is located near Bellevue. Land along the Allegheny valley can be purchased between \$40 and \$100 an acre, and while the coal is not so thick, it is said to be of an excellent quality. Recent tests made of gas-making qualities show highly satisfactory results. The most recent purchase in the Allegheny valley was that made by a syndicate of Canadian capitalists, who recently purchased several hundred acres of coal lands near Tarentum. They will shortly open mines there and ship the coal to Hamilton, Ont., where it will be converted into coke and the bi-products utilized. The mining, it is announced, will be done by the Patterson Coal & Coke Co. In this concern several large Canadian capitalists are interested. The inducement to enter the coke-making industry was found in the fact that Canada's supply of coke comes almost wholly from the great plants of the Connellsville region and other portions of western Pennsylvania. Following up the investigation, the Canadians concluded that so valuable would be the bi-products of the coke that it would prove a paying venture to transport the coal from Pennsylvania to Canada and there turn it into coke. The Allegheny valley tract was secured, and plans have just been drawn for the erection of a battery of 300 coke ovens on a site east of the city of Hamilton.

President Patterson, of the company, expects to get a large amount of tar and gas out of the coal in this valley. The company, he admits, will have a large amount of gas for sale, and concludes by saying that he believes they can sell this gas to their trade at a very low price and compete, in fact, with the price now paid for natural gas in many sections of the United States.

ALABAMA COAL PRODUCTION.

As Alabama is the fifth largest coal-producing state in the Union, and as its production increased from 5,893,770 tons in 1897 to 7,484,783 tons in 1899, with an estimated production of 10,000,000 tons for 1900, it would seem that there will be not only a sufficient amount produced to supply all demand in the state, but a generous product for export. Such was the case up to within the past two years, but in that time Alabama had forged to the front as a great iron-producing state, and the tremendous demand for iron in all of its forms has given such an impetus to the iron industries as to cause an unprecedented demand for coal for coking purposes, and any surplus that previous years may have shown has vanished. The opening up of thousands of coke ovens has made necessary also the opening up of new coal mines in order to supply this increased demand for coal by the iron industry alone.

In addition to these, many large manufacturing plants have been erected within the past year, not only in Alabama, but in sections of other states near the coal fields, and extensive additions have been made to old plants. All of these depend on Alabama coals for steam purposes, and have added largely to the state production. In Alabama alone 52 cotton mills are now in operation, with several new ones in course of erection, to be completed by October 1, 1900.

Another factor is the increased demands by railroads, made necessary not only on account of the building of new lines, but by the increased commerce extended to them from the different industries, as well as from the general building up of the state.

Though the receipts at Mobile exceed those of any previous year, yet the bulk of the coal has been barely sufficient to supply the home demand, leaving only 4,770 tons to be applied to export orders, which orders have aggregated several hundred thousand tons. Outside of exporting coal, Mobile's business consists largely in supplying steamers with bunker coal. This branch of the trade in the past year has shown a considerable increase, 372 steamers having entered the port of Mobile in six months.—Report U. S. Geological Survey.

VALUE OF EXPOSITIONS.

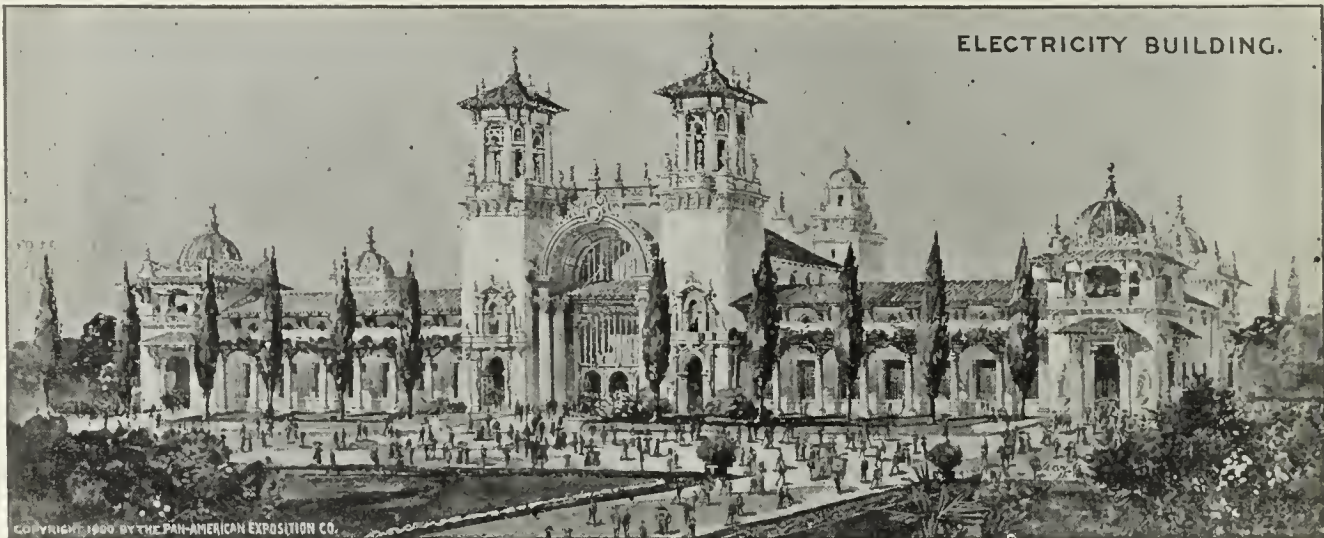
Among the objects which attracted the attention of a well-known Wisconsin manufacturer at the Centennial Exposition, at Philadelphia, in 1876, was a steam hammer of a particular make. In 1896—twenty years later—he found occasion to use a steam hammer, and, remembering the name of the Eastern manufacturer of the one that he had seen, sent for the machine and set it up, finding, as he had expected, that it was a great convenience. His business has since increased, and he has purchased two more steam hammers from the firm that sold him the first. The cost of the hammers was \$700 apiece. Here, then, were three sales, amounting to \$2,100, effected as a result of an exhibit, twenty years and more after the close of the exposition at which the exhibit was made—and no doubt the exhibit brought a great many earlier profitable returns. It certainly pays every manufacturer to exert himself to secure wide publicity for the merits of his products. Newspaper advertising

is one avenue to publicity. Exhibiting at expositions is another. Both are good, and neither will be habitually neglected by enterprising men.

The Wisconsin manufacturer of whom the above incident is related is one of the business men of that state who thoroughly appreciate the advertising opportunities offered by the forthcoming Pan-American Exposition, at Buffalo, N. Y. The state of Wisconsin has shown its appreciation of this opportunity in a practical way, by appointing a board of commissioners and appropriating \$25,000 for defraying the expense of the representation of Wisconsin manufacturing interests at the Pan-American.

The picture shown is the Electricity Building, which is a magnificent specimen of Saracenic or Moorish architecture, and forms a small part of the Pan-American Exposition, Buffalo, N. Y., May 1 to November 1, 1901.

It will be surprising if Buffalo is not the "convention" city in 1901, and it is stated that quite a large number of associations and societies have determined to hold their annual reunions at the "Queen City of the Lakes."



MISSOURI'S COAL PRODUCTION.

State Mine Inspector Chas. Evans of Missouri gives the total output of coal for the year ending June 30, 1900, at less than for the preceding year, a rather unexpected result.

The figures of production and the amounts received for the coal have been as follows for two years past:

	1899.	1900.	Changes.	Per ct.
Total coal mined, tons.....	3,191,811	2,995,022	dec. 196,789	6.2
Total amount received for coal....	\$3,581,111	\$3,643,975	inc. \$62,864	1.8
Average receipt per ton.....	\$1.12	\$1.21	inc. \$0.09	8.0

The decrease in tonnage mined in a year of great business activity is rather surprising. Most of the coal mined in Missouri is used within the state, and we are inclined to believe that the decrease is—at least in part—owing to the smaller consumption of the smelters in the zinc region. A number of the smelting works formerly operated in Joplin and the neighborhood have been removed to the natural gas belt across the Kansas line. This change has been sufficient to make a material change in the coal consumption. The increase both in the total amount and the average price received for coal shows that the demand was good and that the decrease in coal mined was not the result of a lack of consumers.

The total number of mines operated during the year, including strip pits or open workings, was 350, a net increase of 8 over the previous year; 12 new mines having been opened and 4 old ones abandoned. Of these mines, however, 212 were small, employing less than 10 men each, leaving only 138 classed as large mines. In these mines there were, in all, 61 ventilating fans in use, natural ventilation being relied on in many cases. The total quantity of powder used in blasting was 69,450 kegs; its cost to the miners was \$138,536, so that the Missouri miner paid close to \$2 per keg for his powder supply. There were 43.1 tons coal mined to each keg of powder used.

The number of men employed in the coal mines varies a good deal according to the season, chiefly on account of the number of small mines which are worked only when there is an immediate demand for the fuel. The number reported for two years past is as follows:

	—1899.—			—1900.—		
	Sum'r.	Winter.	Av'ge.	Sum'r.	Winter.	Av'ge.
Miners	5,393	7,195	6,294	5,300	7,055	6,178
Others	1,385	1,611	1,498	1,298	1,643	1,470
Total	6,778	8,806	7,792	6,598	8,698	7,648
Tons mined per miner.....	.....	.....	501	.....	.....	485
Tons mined per employe....	.....	.....	410	.....	.....	392

The number of fatal accidents showed a decrease. The total number of accidents is given in the table below, the average being calculated upon the average between the summer and winter working forces:

	1899.	1900.	Changes.	Per ct.
Number of men killed.....	14	10	dec. 4	28.6
Number of men injured.....	23	23	.....	.....
Total casualties	37	33	dec. 4	10.8
Number killed per 1,000.....	1.80	1.31	dec. 0.49	27.2
Number injured per 1,000.....	2.95	3.01	inc. 0.06	2.0
Totals	4.75	4.32	dec. 0.43	9.1

The figures given in the report show that 299,502 tons of coal were mined for each life lost, and 130,218 tons for each non-fatal accident. The year's record shows an improvement in this respect.

Notwithstanding the small falling off in production, the Missouri coal mines were generally prosperous during the year, as the increased return to the operators shows.

DISTRIBUTING COAL TONNAGE.

The Wall Street Journal, of New York, says: "There has been quite a rearrangement of the routing of coal tonnage for some time past which has escaped notice. A coal agent, referring to the matter, says: 'I tried to look up an agent for a certain coal in this city the other day. I found his office had been closed and his coal no longer comes to this city. I made further inquiries and discovered that the great coal companies had apparently given new direction to the various kinds of coal which had been coming to the seaboard. Just what has happened I do not know, beyond the fact that there is now greater economy shown in the marketing of all kinds of coal. Only that coal comes to a certain market which can be handled to and in that market the cheapest. This is shutting some coal from this market and bringing other coals here. It means a redistribution of coal in the different markets of the world. It is one of the results, no doubt, of a more concentrated ownership of all the companies.'"

MUCH COAL IN THE ARCTIC REGIONS.

Coal beds have been found here and there near the sea in Arctic lands, and though the quality of the coal is not the best, it has been exceedingly useful to a few Arctic exploring expeditions. One of the latest examples is the steamer which carried fresh supplies to Mr. Peary in northwest Greenland last year and which found it very convenient to take on a lot of coal in south Greenland before proceeding to Peary's headquarters.

In the European Arctic, on the other hand, attempts are now making to turn the coal found there to commercial account. The first experiment has not been encouraging, but the scene of activity has merely been transferred to another field.

About half-way between Norway and Spitzbergen is an island on which some polar bears were seen when it was discovered, and the little speck of land was accordingly named Bear Island. It has been noted chiefly for the heaps of driftwood from Siberia that have lodged not only on its eastern coast, but have also been carried inland by big waves that sometimes overwhelm the lowest part of the island. Over two years ago the Scandinavian explorer Amtrup made a careful survey and study of this island, and among the interesting things he found were beds of coal.

Mr. Theodore Lerner and the German Sea Fisheries' Union conceived the idea that it would be profitable to exploit these mines, and a company was organized for this purpose. Not a great deal of money was put into the enterprise, however, and the result of its preliminary work last year, in view of the inferior quality of coal, the short-working season and long-distance transportation, gave so little promise for the future that the effort was not renewed during the past season. A while ago the mining property claimed by the company on Bear Island was sold at auction in Hamburg, and naturally brought a very small price.

The Norwegians, however, have not been at all disheartened by the gloomy prospects of the German enterprise on Bear Island. There are far larger and more promising coal fields on the southwest coasts of Spitzbergen, and Norwegian vessels during their fishing cruises have been giving them particular attention as a possible source of profit. There is now much confidence in Norway that money may be made in Spitzbergen coal mining, and the result is that during the past season several companies have been formed at various ports to carry on mining operations in these new fields. The Arctic regions, within three centuries, have supplied many millions of dollars worth of commodities such as whale oil and bone, fish, furs, and creolite, and it remains to be seen whether coal may be made an additional source of wealth from the north frigid zone.

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Secretary E. R. Shepherd, Kansas City, Mo., writes: "In general, regarding the Mid-State Association, I can say that our work has been successful, indeed, considering that this is logically our hard year. It will be understood that when it comes time to pay yearly assessments, there always develops, in an organization of this character, that class of membership which is impatient of lending its support to any endeavor which does not accomplish every reform proposed in "jig time." However, the additions to our membership are not only covering such losses, but we are making gains, and have only fairly got down to work."

At a recent meeting of the executive committee of the Illinois and Wisconsin Coal Dealers' Association, at the office of the association, in Chicago, President Hull presented the subject of holding a semi-annual meeting of the association in the month of December, at Milwaukee, and the committee voted unanimously in favor of it.

The meeting held there last December was such a decided success that the officers of the association deem it wise to repeat it. The meeting will be held about the middle of the month the exact date of which will be furnished to the members of the association. President Hull desires to give notice in time that our members will not make any engagement to prevent their attendance at that time.

SIX GREAT COKE PLANTS.

The following article from the Courier, of Connellsville, Pa., will be of value to those interested in the manufacture and sale of coke:

"After the Eureka Fuel Co., the American Coke Co., an allied interest of the American Steel & Wire Co., will for the present be the largest producer of coke in the new Klondike region of Fayette county. To begin with the American company will have 1,000 ovens. These are located at Lambert and Edenborn, both in German township. The former is reached by the Pennsylvania railroad over the Middle Fork branch of the Coal Lick Run extension of the Pennsylvania from Uniontown and the latter over the Brown's Run branch of the same extension. Both these plants, however, have outlets on the Pittsburgh, Virginia & Charleston on the Monongahela river. Gates, the third plant of the American Co., is on the Monongahela river near where the Middle Fork branch breaks off to the Lambert works. No coke will be made at Gates. It will help supply the great mills of the American Steel & Wire Co. with coal in the raw state. It can ship either by rail or river. A shaft mine is already sunk there, though extensive mining of coal has not yet commenced. Working places however, are being provided for the miners as fast as possible.

"Edenborn, a plant of 500 ovens, is more than three-fourths completed. It is laid out in three blocks running down a hollow from the shaft. All the coal will be hoisted from one opening, a shaft which is sunk and over which the steel tipples and bins are almost completed. An air shaft is being put down about 100 yards from the main shaft. There is room for a row of bank ovens, the grading for which has been done. Nearly 400 ovens are ready to be fired. The plant will be making coke by the first of the month. It was the intention to have the works in operation the first of this month, but the difficulty in securing the tippel material prevented this.

"Lambert works is not far on. Work has not been pushed as vigorously there as at Edenborn, though it is being rushed now. In construction the Lambert will be similar to Edenborn. Both are being built on substantial lines, following chiefly the general plans of the coke works in the Connellsville district. A steam engine will be used for charging. In the mine an electric haulage or a compressed air system will be installed.

"The American Coke Co. is the owner of upwards of 8,000 acres of the finest coal in the Klondike district. Besides this tract in the southern end of Fayette county the same company owns Baggaley, a plant of 400 ovens in the Connellsville region proper, located in the northern end of the district, and the Dorothy work, in the Latrobe district.

"As stated in a previous issue of the Courier, the three plants of the Continental Coke Co., the fuel end of the National Steel Co., and the Revere works of W. J. Rainey cannot be classed in the Klondike district, for they are all four in the genuine seam of Connellsville coking coal. Continental Nos. 2 and 3 are located in Georges township, and No. 1 in South Union township. Revere is just across the border of South Union township, in Menallen. Slope and shaft mines are down at the Continental works, the shaft at No. 1 being in course of construction at present. Mines at the other two plants are opened and coke is being made. Nos. 2 and 3 have been operating for over a month. Blocks of 400 ovens are being built at each works. Over half of the ovens are completed and the balance will be finished in a few weeks.

"At Revere a plant of 500 ovens is being built. About 100 of these are completed. A shaft is being sunk for the coal supply. The Revere tract, from which the works takes its name, is one of the finest bodies of coking coal in the Connellsville region. It consists of 1,200 acres all of which can be mined from the works in course of construction.

"The construction of these four great plants in the southern end of the Connellsville region accentuates the fact that the future developments will be chiefly in the southern and northern ends of the region. The heart of the region has all the works that will ever be located in it. The only areas of coal for which plants have not been built are, in either extreme of the region, but mostly in the south end. The four plants now building will add 1,700 ovens to those south of the Youghiogheny river and give that division of the region the greater number of ovens."

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Grand Rapids, Mich., dealers have advanced prices 50 cents per ton, and stove and nut coal is now selling at \$7.50 per ton; grate, \$7.25; Pocahontas smokeless and Jackson Hill soft coal, \$5.50; Jackson Hill nut, \$5.00,

The Oshkosh Fuel Co. is a new retail concern at Oshkosh, Wis.

The price of anthracite at Portland, Me., is \$6.50 per ton; Utica, N. Y., \$6.00; Hartford, Conn., \$6.50; Pittsfield, Mass., \$6.50; Albany, N. Y., \$6.00; New London, Conn., \$5.50; Trenton, N. J., \$6.00; Salem, Mass., \$6.00; Syracuse, \$5.25; Springfield, Mass., \$7.00; Manchester, N. H., \$8.00, and Meriden, Conn., \$7.50 per ton.

The county commissioners at Wichita, Kan., have let the contract for supplying coal for the county to the Schwartz Coal Co. and to the Kansas & Texas Coal Co.

J. A. Pierce, Amherst, Mass., has sold his retail coal business to W. C. Bliss.

The F. G. Hartwell Co. have purchased the large coal yard of the J. J. Kelly Coal Co., located on the Indiana Terminal road, at Fifty-seventh street, Chicago, making three which the former company are now operating in that city.

The Washington (D. C.) Coal Exchange, at a meeting last week, agreed upon a reduction of 50 cents a ton on all coal handled by the members of that exchange. The schedule of prices adopted are as follows: White ash, stove, \$6.75; furnace, \$6.50; egg, \$6.75; red ash, \$7.25; Shamokin, \$7, and Likens Valley, \$7.50.

The New Jersey Coal Exchange, with headquarters at Newark, has determined to put into active operation a law which was enacted by the legislature last spring, entitled, "An Act for the Protection of Purchasers of Coal." This act prescribes that all net tons shall contain 2,000 pounds and all gross tons 2,240 pounds, and fixes a penalty of \$50 for each offense when a dealer sells a less quantity for a ton. The act also provides that "no person, firm or corporation shall deliver or cause to be delivered any coal which shall have been sold by weight without each load being accompanied with a delivery ticket and duplicate thereof, on both of which shall be distinctly and indelibly expressed in ink or otherwise, the quantity or quantities in pounds of coal contained in the cart, wagon or other vehicle used in such delivery, the name of the purchaser thereof and the name of the dealer from whom purchased; one of such tickets shall be delivered to the person receiving such coal, and the other ticket shall be retained by the seller of the coal."

Regarding the plan to enforce the law, Secretary Canfield, of the exchange, says, today: "It is our desire to establish a number of scales at points central and convenient where coal may at any time be officially weighed. These scales will be so situated that dealers will not be compelled to haul a load more than half a mile. The scales will be provided by coal dealers, feed merchants or any other person who possesses them, and they will be tendered to the mayor, who may designate them official scales. Before this designation can be made the owner of the scales must first provide himself with a complete set of test weights, which will cost him \$30 a set. Each owner of these scales must also furnish a bond of \$100 that he will keep the scales in perfect condition.

"Several dealers have tendered the use of their scales and offered to provide the test weights and give the necessary bond. A fee of 25 cents will be charged by the owners of the scales for each load weighed, and the weighing may be requested by the purchaser, or by the inspector appointed by the mayor for such purpose.

"The city already has public scales at the Center Market, but it would be a hardship to compel a dealer to haul a load of coal from the 'Hill' and back again in order to have it weighed. It is for the purpose of reducing to a minimum all hardships that a number of scales will be provided. Under the law, however, a purchaser has the option of using the city's scales if he desires.

"We expect to enforce the law as soon as the owners of scales provide the test weights. The plan we propose is now in successful operation in New York City, and its benefits have been manifold. I have been designated by the mayor as an inspector and one of the methods which I will adopt will be to find out if dealers give short weight will be to order a ton or more of coal from one dealer by telephone to be delivered at half a dozen different places. I will be at the designated places when the coal is delivered, and will first inspect the ticket and its duplicate, which the driver must have and on which will be designated the number of pounds of coal in his load.

"I will next order the coal to one of the official scales and have it weighed on the wagon. The coal will then be unloaded and the wagon duplicate. The record will show the date, time of day, dealer's name, number of wagon, driver's name, how many delivery tickets, numbered, date of dealer's tickets, dealer's weight of coal in pounds, name of purchaser, address of purchaser, weighmaster's weight of coal and wagon in pounds, weighmaster's weight of wagon in pounds, weighmaster's weight of coal in pounds and name of weighmaster."

The Riverside Coal Co., Saginaw, Mich., a half interest of which was recently purchased by the Saginaw Ice & Coal Co., has been reorganized by the election of the following officers: President, Peter Herrig; vice president, Charles Henning; secretary, Alex. Zagelmeyer; treasurer, Otto F. Richter. The officers and J. W. C. Pendell constitute the board of directors.

WESTERN COAL AND COKE NOTES.

Bituminous coal has been discovered inside the limits of Oregon City, Ore.

The Spokane (Wash.) News says: "A new coal vein has been located in Lewis county, about twenty miles east of Chehalis."

Contracts have been made for the Prospect shaft, at Lovington, Ill., by Stocks, Pifer & Co., and the machinery for doing the work has arrived.

The Wolverine Coal Co., Bay City, Mich., is marketing coal from its new mine in Bay county. The work of driving entries is going forward.

The Eureka Coal Mining Co., Richmond, Minn., has purchased a diamond drill outfit in Chicago, and extensive tests for coal are now being made.

At Jamestown, N. D., prospects for mining coal on an extensive scale are in progress. A five-foot vein of coal has been discovered and will be developed.

A valuable vein of coal is reported to have been discovered in the bed of Love creek, near Santa Cruz. Oil indications are also favorable. A development company is being formed.

In the state of Michigan there are twenty-six coal mines, most of which are being operated in the Saginaw valley, although Jackson, Shiawassee and Eaton counties produce coal on a small scale.

The Terhume Coal Co., Linton, Ind., has purchased 232 acres of coal land, three miles west of that city. It will put down a shaft in the near future. The drillings show a good quality of coal.

A correspondent at Des Moines, Iowa, says: "It is probable a meeting of the Iowa Coal Operators' Association and the miners' union will be held in the very near future to arrange a scale of wages for the ensuing year."

A new corporation is the Ellensburg Coal & Development Co., with a capital stock of \$350,000, and James Steel, E. B. McFarland, O. M. Rosendale, J. H. Marshall and Frank S. Grant as incorporators. The coal is on Ahtanum creek, in Kittitas county, Washington. The main coal vein, which is paralleled by several smaller ones, has been traced for a distance of 1,800 feet. It runs in a southeasterly direction.

A correspondent at Edwardsville, Ill., writes that the Illinois Terminal railroad will make another effort to tan the product of the Home Trade Coal Co. by extending a spur to their shaft, southwest of town, on the St. Louis road.

Valuable coal lands have been discovered on the Platte river, about twenty-five miles north of Fort Steele, near Cheyenne, Wyo. The Burlington's Sale Lake line will pass the new fields, and it is thought Eastern men are representing the railroad.

Coal prospectors representing the Columbia River railway have recently located a fine coal vein near Alpha, about twenty miles east of Chehalis, on the south fork of the Newaukum river, Wash. The coal is bituminous, and is said to be of excellent quality for coking purposes.

The strike at the mines of the American Cannel Coal Co., at Tell City, Ind., has been settled in a novel manner. The company has leased the mines to the strikers, who will conduct the mines as they believe the company should have done, and the company has agreed to dispose of the output.

The Cook Coal Co., Helena, Mont., has been incorporated, with a capital stock of \$150,000. The first board of trustees is composed of the following gentlemen: C. D. Sinclair, Racine, Wis.; A. B. Cook, Helena; V. E. Cook, Helena. The operations of the company will be carried on principally at Trail creek, in this county.

The Gibson Coal Co., Des Moines, Iowa, has secured options on 600 acres of coal lands along the Chicago Great Western road, between the Great Western and the Evans Co.'s mines, at a distance of about two miles from the city, and is now prospecting with a view of putting down a big shaft for mining coal for railroad and shipping purposes.

The Nashville (Tenn.) Daily American says: "President Crawford, of the Nashville & Knoxville, operated between Lebanon and Monterey, being the connecting line between the Nashville, Chattanooga & St. Louis system and the Tennessee Central, is now having opened some very extensive coal mines. A spur of eighteen miles is to be constructed from Overton county across to Jamestown, in Fentress. This opens some of the most valuable coal lands in Tennessee and will be of vast benefit to the Nashville market."

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EASTERN COAL AND COKE NOTES.

A correspondent at Connellsville, Pa., says that certain brands of coke are selling at \$1.60@1.75 per ton.

The National Coal Co., at Byesville, near Cambridge, Ohio, has commenced getting out, and is shipping.

A correspondent at Canton, Ohio, writes that the coal mines in the vicinity of Elton are running to full capacity.

Coal shipments via the Schuylkill canal have resumed, but only twenty-eight boats are used, while ten years ago the number was over 500.

Capitalists of Philadelphia are preparing to develop valuable coal lands in White, Dean, Clearfield and Read townships, in Cambria county, Pennsylvania.

Notwithstanding the recent settlement of the anthracite strike, the spirit of contention and unrest is strong in some of the miners, and may lead to further trouble.

The Shenandoah (Pa.) News says: "Lock Haven and Bellefonte capitalists have organized the West Coal Mining Co., and will operate 1,300 acres of land near Snow Shoe."

The Upper Lehigh Coal Co., Hazleton, Pa., is making arrangements to open up a new stripping south of the residence of Hon. John Leisenring, on the south dip of the Buck Mountain seam.

Scranton, Pa., capitalists have invested money in the soft coal fields of West Virginia. W. D. Boyer and E. P. Mucklow, of Scranton, and William Mucklow, of Dupont, are associated with others.

The Pittsburg Coal Co., Pittsburg, Pa., broke ground, last week, at Montour Junction, for the erection of new car shops. The company will build its own coal cars. The shops will cover several acres.

James Kelly, a practical miner, of Portland, is attracting the serious attention of capitalists, owing to his discoveries of coal in northern Maine. He first found that there was a vast deposit at the mouth of the Kennebec.

The Chicago, Hamilton & Dayton railroad has placed an order for 400 coal and 400 box cars, of 35-ton capacity. The contracts read: "In case of Bryan's election only one one-half of each is to be built and delivered."

The Philipsburg (Pa.) Leader says: "The Chesapeake & Ohio Coal & Coke Co. have purchased the Acme Slope, which the Bloomington Coal Co., negotiated for recently, and, it is understood, will operate the plant immediately."

The Utah Coal & Coke Co., a New Jersey corporation, chartered recently, has filed a certificate changing its name to the Utah Fuel Co., and increasing the capitalization from \$10,000 to \$10,000,000. William Dulles, Jr., is president, and Ezra De Forest secretary.

The Pittsburg Dispatch says: "An immense new tract of coal independent of the Pittsburg Coal Co. will be opened in Washington county, near the Allegheny county line, this fall. A three-mile railroad, from Finleyville to Library, has been projected to open a virgin tract, and construction will be started within a few weeks. Options have been taken on 5,000 acres of coal reached by the little railroad, and all of this will be developed and shipped to the Pittsburg and seaport districts over the Baltimore & Ohio railroad."

A cablegram from St. Petersburg states that rich coal veins have been discovered in the Kioff government. The Novoste announces that General Tomich has arrived at Saratow to investigate the labor situation.

Active work at the United States coaling station, Pichilingui, six miles below Lapaz, Cal., will begin this month. Lumber, cement, ironwork and other material will be sent from San Francisco on the steamship Curacao in a few days. The Coast Survey has a small ranger there completing surveys.

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SOUTHERN COAL AND COKE NOTES.

A new corporation of West Virginia is the Plymouth Coal & Mining Co.

The Belle Ellen mines, in Bibb county, Alabama, will, this year, produce about 300,000 tons of coal.

A new coal mine has been opened near Barrelville, Allegheny county, by Fayerweather & Ladew, of New York.

Among the incorporators are the following Covingtonians: E. J. Hickey, J. T. Thomas, Henry Holtrup, John Hoffman and J. T. Hatfield.

A disastrous explosion of dynamite and gas caused a serious loss of life at Berrysburg, near Philippi, W. Va. Some fourteen men were killed.

The Junior Coal & Coke Co. purchased 200 acres of coal land near Junior, of Thorn and Randolph Phillips, in the George's Creek region, Maryland, last week.

The Norfolk & Western railroad has just placed an order with the Roanoke Machine Works for 400 coal cars of 100,000 pounds capacity. This makes 1,900 new cars of this kind the road will have had built in two years.

The Black Diamond Coal Co., Knoxville, Tenn., has been organized, with the following officers: J. W. Borches, president; W. F. Searle, secretary; L. J. A. Petree, manager at Coal Creek; Capt. Andrews, superintendent of mines at Coal Creek.

A receiver has been appointed for the Richmond Coal Mining & Manufacturing Co., operating coal mines in Gayton county, Virginia. The Virginia Coal, Iron & Coke Co. has operated the mine as lessee, and is also involved in the litigation.

The Virginia Coal & Coke Co., an organization operating at Toms Creek, Va., has applied for changes in its charter in order to have its principal office in Bristol instead of Abingdon, Va. The name of the company is to be changed to the Crane's Nest Coal & Coke Co.

The Blow & McClure Coal Co., El Paso, Tex., has located coal claims near Fort Stanton. The company now owns over 1,000 acres of coal lands in that section of the territory and they have a big shipment of machinery en route to the mines. They are erecting buildings at their new openings.

Charles L. Rhoads, the coal expert of West Virginia, says the sixteen-foot vein of coal which has proved so valuable in his state is the same coal that exists along the Monongahela river in Pennsylvania, and starts at a point about opposite the city of Pittsburg. There the coal is only about five feet in thickness, or even less, but the vein keeps widening until it reaches the full sixteen feet in West Virginia.

A correspondent at Fairmont, W. Va., writes that a syndicate, in which Wheeling and Pittsburg capital is largely interested, has acquired a tract of over 50,000 acres of coal and timber land in Webster county, on the waters of the Gauley. An inspecting party representing the syndicate visited the properties recently and found the tract covered with varieties of timber and underlaid with coal, one vein of drift coal being measured accurately and showing a thickness of nine feet one inch. The party sent several barrels of the coal to Pittsburg for analysis.

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PUBLISHED WEEKLY

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VOL. 25.

NOVEMBER 17, 1900.

No. 20.

MARKET REVIEW.

According to the bureau of coal statistics the receipts of anthracite coal by lake at Chicago from October 1 to October 31 show an immense decrease, and those by all rail also a large falling off. Shipments from Chicago have greatly decreased as compared with the same period last year.

Bituminous coal receipts at Chicago, for the same period and comparison, show increases from Ohio, West Virginia and Indiana, but decreases from Pennsylvania and Illinois. Shipments from Chicago show a slight decrease for the month, but for the year the increase is very large.

Coke receipts at and shipments from Chicago during October, as compared with a year ago, have decreased.

The pre-election reports of new enterprises held in suspense pending the result have, in nearly every instance, been verified in the coal and coke industries of the country, and large orders for the material for improvements have been confirmed and, in many instances, increased, proving conclusively that it is believed on every side that continued prosperity is to be a prominent feature.

The anthracite coal operators are running their mines full time, but at many of the collieries the working forces are reduced and the output is by no means as large as it should be considering the demand and the time of the year. It may not be generally known to the trade that previous to the strike there was nothing like a full complement of miners, and during the strike many left the several districts. Some went to the soft coal regions so that it is more than probable that the production of anthracite will be considerably less than last year. Another feature which will have more or less influence in restricting the output is the number of strikes which cause temporary stoppages of a few days and so reduce the production here and there. It

is intimated that the shortage may exceed three million tons.

Anthracite coal in the West has been greatly stimulated by the cold weather, inquiry has been quite active and the demand for all-rail coal has been rather large, but so far very little of it has been filled except in states, east of Illinois. Receipts of all-rail anthracite in the West, so far, have been exceedingly light which has imposed a greater tax on dock coal, and at many Lake Michigan ports the supply has dwindled to a comparatively small tonnage. The same holds good at the head of the lakes where the amount is much less than in previous seasons. It is expected that boats will be run as long as possible, and as the coal-carrying vessels are larger, heavier and stronger, with greatly increased tonnage capacity, it is expected they will continue to transport coal until near the holidays, though severe and stormy weather will, of course, curtail shipments. There is little doubt that the after-election sentiment has had somewhat of a stimulating effect and will become a much stronger incentive to the market for anthracite prospectively. Everywhere values are well maintained and it is encouraging to note that there is a well-defined policy to uphold them all through the season.

Bituminous coal throughout the West is in better demand, and the outlook generally is for a large increase. This will be brought about by the outcome of the recent election because it is sure to be followed by the growth of industrial activity, implying a greater consumption of soft coal. Prospectively a large business looms up for coal during the next twelve months and so united are the operators and miners in the four competitive states that there is practically not a cloud to mar the horizon. The accumulations of coal at various large distributing points is gradually yielding to the steadily increasing demand, which, together with the short strike in Indiana, has put the market in much better shape.

Coke, for metallurgical purposes in the West, is in better demand, as it naturally feels the stimulus imparted by the active iron market.

Our New York representative reports that the colder weather has stimulated the demand for anthracite coal generally. There is quite an inrush of orders, the first of any moment since the strike, which will keep the companies and agents busy for some time, considering the limited receipts. So numerous are the orders, aggregating a large tonnage, that any accumulation of stock will be out of the question this season. Cargoes are with difficulty made up, though some shipments are being made to points around the Cape, but the tonnage is limited and has to be well distributed to prevent shortage. A large amount of anthracite is being sent out to the line trade, as apparently the dealers in that territory are the most needy. Shoal water ports are also receiving a good deal of coal because they cannot be supplied during midwinter. The output of anthracite during October was 813,513 tons, which brings the tonnage for the year up to 34,800,000 tons, as compared with 38,500,000 tons for the same period in 1899. Prices are very firm and will continue so until the new year is well advanced. Soft coal on the Atlantic seaboard is in a much easier condition so far as regards inquiry and demand. All efforts are concentrated upon getting coal forward to those ports which are closed early by ice, and shipments accordingly have been active and large. The recent severe storms have wrecked many vessels so that there is quite a scarcity of light draft craft suitable for ports on the coast of Maine. A fair amount of coal is going to the far East, but the trade cannot get all the better grades they want. Less soft coal is being shipped along the Sound and around New York harbor, but the demand for best grades exceeds the supply. Transportation from mines to tide is still irregular and car supply limited. Railroads are not permitting coal cars to leave main lines. Small vessels at all leading ports are in poor supply and at some, very scarce.

Buffalo advices are that anthracite coal receipts for Western shipments by water are light and demand is such that it is expected it cannot all be filled. The shipments of coal westward by lake aggregated 52,475 tons, distributed as follows: Chicago, 19,600 tons; Duluth-Superior, 17,600 tons; Milwaukee, 13,700 tons; Green Bay, 950 tons, and Toledo, 625 tons. Freight rates were 30 cents to all points named except Toledo, 25 cents, and as large carriers are soliciting cargoes of coal there is not much likelihood of any advance soon. Soft coal is passive at Buffalo as receipts have been larger, with little increase in the demand.

EASTERN OFFICE OF THE BLACK DIAMOND.

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NOVEMBER 14, 1900.

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White Ash.....	\$3.75@4.00	\$4.25	\$4.50	\$4.50

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Pea	\$ 3.00
Buckwheat	2.50
Rice	1.75@2.00

AVERAGE RETAIL PRICES.

White Ash	\$5.50@5.75
Pink Ash	5.75@6.00
Red Ash	6.25

With the anthracite mines pretty generally all at work again, the trade at this center is beginning to feel the effect, though the tonnage coming forward has not yet got back to normal conditions, and is entirely inadequate to meet the present requirements. The colder weather of the past week has stimulated the demand quite perceptibly, which has brought in the first rush of orders since the strike, and seems to be of sufficient proportions to keep the companies busy for some time with the limited supply coming forward. Most of the producers report that they are practically snowed under with orders and, from present indications are not likely to accumulate any stocks this winter. This condition seems to apply to all sizes, and it is hard to get enough of any one size to make up a full cargo. Some shipments are being made to points around the cape, but owing to the uncertainty with which coal has been arriving at tidewater, the amount is still more or less limited, notwithstanding that buyers are urging for prompt dispatch, as they are about cleaned up. Line trade, which is probably shorter of coal than the other consuming territories, is receiving comparatively the larger shipments, this being due to its great needs, and the fact that the tonnage can be distributed over a larger territory by shipment of such limited number of cars, as they are loaded at the mines instead of allowing them to accumulate at tide for coastwise shipment. The efforts of the producers at the moment are chiefly to get coal forward to the most needy customers and points that are closed with ice during the winter, though large shipments will be required to get stocks up to anywhere near normal, as the market has fallen considerably behind on tonnage. The output for October is given as 813,513 tons. This brings the tonnage, up to November 1, to 34,800,000 tons, as compared with 38,500,000 tons for the corresponding period of 1899. This would indicate that, notwithstanding how full the mines run for the next two months, the market will go into the new year considerably short of coal. Prices are well maintained, with no signs of any concessions, and the opinion is that the present circular will prevail well into 1901.

The Atlantic seaboard soft coal trade is easier in nearly all its ramifications. There seems to be difficulty on the hauls via the Baltimore & Ohio and its connections to get the coal through to New York harbor shipping ports, and we hear of considerable coal tied up at the various sidings along the line. The chief effort being exercised at this time is to get the balances of coal into the ports, that are early closed with ice, as quickly as possible. Comparatively heavy shipments have been made to this class of trade during the last week and practically the end of the shipments are in sight, though some consignees will probably have to go short. These consignees, however, are believed to be very small in number. Shortage of shoal water craft from the lower ports is interfering with the last shipments to the state of Maine ice ports, and any available class of vessels at these ports will undoubtedly be snapped up fast. The late storms have wrecked quite a number of vessels, but there are many vessels building which, it is thought, will more than offset the losses.

Trade in the far East is receiving a fair amount of coal, and there have been some cancellations of orders from this territory, where they could not get the better grades, and are putting in place of these orders the next best grade they can get. Trade along the Sound is taking considerable coal, but is easier somewhat on all grades of coal, but the amount of the better grades that can be shipped with this market is still very large. Trade around New York harbor is easy, consignees putting in long-time notices of their wants and, accordingly, are receiving their coal more on time than they used to, producers being better able to provide ahead for the various requirements. As far as storage goes, it is kept up very well, but storage around New York is very limited. Some little business is going back to anthracite again, and it is thought that most of the soft coal trade does not begrudge this all-rail trade is taking all the coal that can be shipped of the better class and filling in with the lower grades. The all-rail dealers are generally limited to so many cars per day, or week, and know pretty well what to calculate on, and can fill in comfortably.

Transportation from mines to tide is slow on the Baltimore & Ohio, and good on the Pennsylvania railroad. Car supply is limited in some quarters to certain ports. Railroads are not allowing cars to go off the main lines. In the coastwise vessel market large vessels are in good supply and small vessels very scarce. We quote from Philadelphia as follows to Boston, Salem and Portland, 70c; Providence, New Bedford and the Sound, 60-65c; Wareham, 75-80c; Lynn, 85c; Newburyport, 90-95c; Portsmouth and Bath, 75c; Saco, \$1.10 and towage; Gardiner, \$1.00 and towage; Bangor, \$1.00. The further lower ports are 10 to 15 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.90 on the better grades. New York harbor, \$2.50-2.75 on the cheaper grades and \$2.75-3.00 on the better grades of coal. Alongside prices, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

NOVEMBER 15, 1900.

The anthracite coal traffic resumes activity very slowly, as was expected. Some of the companies have sent no coal here whatever yet, although a supply is daily expected. The Lackawanna Co. is still far in the lead, in fact doing most of the shipping, but the Lehigh & Coxe Bros. are following with fair shipments now. The Erie Co. has not sent any coal here yet, but is picking up jags out of stock for its own boats. It is thought that it may not ship any more beyond a few cargoes to lay up afloat in Chicago and Milwaukee. The Delaware & Hudson has orders for about eight more cargoes, but is doubtful about being able to fill them all.

There is a sudden turn colder, for the first time this fall, and now and then the outside small dealer is getting anxious, all of which is a pleasant condition of things to the shipper. One dealer sends in a good order and closes the letter with the direction to "ship d—— quick," with the chief word underscored. A few such indications as this are worth a whole season such as we have just had, even if the shipper does run a Sunday school.

There is bound to be a good demand for hard coal right along now, especially if there is any decent coal weather, which is something that everybody is looking for, on account of the prevalence of such mild weather all the fall so far.

The following general anthracite prices prevail: Grate, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.75, all per gross ton on board cars at Buffalo or Suspension Bridge.

Buffalo local anthracite to retailers: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all at net ton on wagon, with \$1 additional for delivery.

The shipments of coal by water from this port during the week shows a good advance, the total of 23 cargoes being 52,475 tons, distributed as follows: Chicago, 19,600 tons; Duluth-Superior, 17,600 tons; Milwaukee, 13,700 tons; Green Bay, 950 tons; Toledo, 625 tons.

There is no change in freight rates, which are 30 cents to Chicago, Milwaukee, Duluth and Green Bay, and 25 cents to Toledo. It looks now as though there would be no material advance till very late.

The big steamers are now teasing for coal, and the whole mine that was last week carried off by the Elwood has now been followed by a cargo of 6,200 tons to Duluth. This alone will keep rates down awhile yet.

There is an easier condition of the soft coal market, with prices not too firm, though shippers do not relax their figures in general, which are \$2.50 for Pittsburg lump, \$2.40 for lump and nut, \$2.30 for mine run, \$1.90 for slack, per net ton from cars, and \$2.80 for steamboat fuel delivered on board.

Coke quotations are quite varied, with standard Connellsville held at \$4.35. Some are selling at \$4.25 and others demand still more than either of the foregoing.

Captain J. M. Brinker is increasing the output of his mines on the Allegheny river and has lately landed some extra heavy machinery there, having to send apparatus from Buffalo to move it up the hill. He is reported to have said lately that he wouldn't eat a Christmas dinner unless he was shipping 1,000 tons a day by that time. The mines are claimed to be nearest of any to Buffalo.

Mark Packard, of the mining firm of Packard & Boynton, has moved his principal office from Buffalo to the firm's Tug River coal mine, at Hallsville, W. Va. The old office here will be kept open and in charge of W. H. Henchy.

Thomas P. Jones, of the Pittsburg & Buffalo Co., is in Buffalo, conferring with Local Agent Morlock, of the company.

CONNELLSVILLE, PA.

NOVEMBER 13, 1900.

The outlook in the coke market is little changed from what it was a week ago. Production and output remain at fair figures considering the absence of activity in the iron trade affecting the consumption of coke. The only feature of the past week was an export order secured by W. J. Rainey. This week 130 cars will be shipped from Locust Point to a firm in Germany. Scarcely a week goes by now that new orders are not received from the foreign trade, and the additions would be heavier if ships could be secured readily for transportation. The smelters in the far West and some in Mexico are also taking their quarterly orders. All of this coke to distant points is of the best quality made in the region. The export coke trade in another year, well informed coke men say, will add considerably to the Connellsville region's output.

Furnace coke is being quoted at \$2.00. That is said to be rock bottom price. Foundry coke, for which there has been a brisk demand, is commanding a very fair figure, selling according to the grades at from \$2.50 to \$3.00 a ton. The condition of the trade is such that it would take but a week or so of lively demand to send the price of furnace coke on the upward bound again. On the other hand, there is not a very wide margin of profit on \$2.00 coke, and the operators could not long stand a break below that figure, paying the present wage scale.

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2.25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91½
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

Of the 1,000,000,000 tons of freight handled by the American railroads last year, more than one-fourth, or 250,000,000 tons, was coal. Of this 200,000,000 tons was bituminous and 50,000,000 anthracite, which was transported to all points in the United States and constituted the largest item of cargo hauled by nearly every railroad in this country.

CHICAGO MARKET.

It becomes more apparent each week that the dock companies at ports on Lake Michigan are destined to face the winter with short stocks of anthracite coal, because Lake Erie shippers will devote more attention to supplying "the head of the lakes," where rail coal is out of the question, than to the lower lake, which can be readily furnished from the mines or from Buffalo. It is believed that the season is too far advanced for all ports to be supplied, and preference will naturally be given to those that are not accessible by rail, except at a greatly increased cost to shipper, dealer and consumer. It is generally understood that much of the cargo, or vessel coal received in Chicago and at Milwaukee is coal that was withheld pending the settlement of the strike, but that which is now coming forward is newly mined anthracite.

The strike of the hoisting engineers, in Indiana, for an increase in wages and shorter hours, this week, was not as general as the men had anticipated. Barely more than 65 per cent of the mines were idle, as a number of operators in the southern part of the state are said to have signed the scale as presented by the union. The number of miners and others affected by the strike was about 5,000.

Anthracite shows a better demand, and not a few of the suburban towns, within a radius of twenty miles or so, are about cleaned out of coal. Quite a number of dealers have been visiting the shippers, begging for coal, but only in isolated instances have their wants been, even partially, satisfied. So far very little hard coal has arrived by rail, but there are said to be hundreds of cars en route, a moderate proportion of which is due, and will have arrived by the time this greets the readers' eyes. The wintry weather has greatly increased the inquiry and it will be strange if, with normal temperature, this is not maintained all through the season. Some all-rail anthracite direct from the mines has been delivered at various points east of here, but the tonnage has been small and was forwarded on account of the urgent need of the coal. The wholesale price is firm, at \$6, and at retail, \$7, for the domestic sizes.

Soft coal, so far, has not been actively affected by the colder weather. It will take several weeks of good, frosty weather to appreciably benefit the market here, as this city is looked upon as the proper dumping ground for any surplus coal at the mines after regular contracts, outside customers and local trade has been taken care of, and, as long as certain operators in Indiana and Illinois continue to send in their product, regardless of market conditions, there will be very little relief. The strike of the hoisting engineers, in Indiana, was of too short a period to affect the market to any extent, though there was, to a certain extent, less coal arriving toward the end of the week. There is still a glut of fine coal, and it is more noticeable on some lines than on others, owing to the greater caution in regard to movement of cars off their own tracks. There is still a dearth of Eastern coal of the smokeless variety, but the scarcity has appreciably decreased. Nearly all the quotations now given on soft coal in circulars are nominal, and do not fairly represent selling prices.

Coke is, in a limited way, in better demand, and some fair-sized sales and small contracts have been placed at better figures than were current thirty days ago.

OMAHA, NEB.

NOVEMBER 14, 1900.

The necessary stimuli have come at last—election settled and colder weather. The coal dealers are not alone in extending the glad hand of welcome to frosty mornings. The unseasonable weather was beginning to make all merchants a little blue, but the present temperature will have a tendency to enliven all lines of trade. The continued mild weather we have had has afforded an opportunity of which most dealers have availed themselves of laying in sufficient supplies of fuel to carry them over any ordinary emergency, and so, until we have had a few weeks of "coal" weather, the wholesaler will get only pickings here and there.

Now that the anthracite strike is settled and Eastern shippers are in position to let coal come forward the middle men on the Missouri river are having to invent new excuses for failure to fill, completely, orders in their hands. In some of the smaller towns adjacent to Omaha we find some orders taken for a definite number of cars are now being pared to the extent of one or two cars, on the ground that the cars already shipped contained in excess of twenty tons each. These are the first signs of hardship caused by the strike we have been able to detect.

The one coal Omaha continues short on is Cherokee slack and, if some change for the better does not come to us in the near future, other coals will have to be substituted for this grade, a thing which the firemen will not take kindly.

Mr. O. J. Massot, representing the pig iron, coke and smithing coal interests of Donk Bros.' Coal & Coke Co., of St. Louis, paid a visit to our city this week and reports the trade good in his territory.

Mr. George C. Wood, Windfall, Ind., was a visitor in Chicago this week and reports that the pressure and supply of natural gas is steadily falling off and, as a consequence, coal is in better demand.

PHILADELPHIA, PA.

NOVEMBER 12, 1900.

The cooler weather of the past week has brought in quite a rush of orders into the anthracite market, which is embarrassing shippers considerably, as coal is still arriving in in too limited quantities to permit them to give prompt dispatch and allow of full shipments being made. The Reading has been increasing its output during the week to where they are almost back to normal, and are better off than most of the other operators, who are only getting from 50 to 75 per cent of their allotment. It is thought that this condition will continue for some time yet, as aside from the fact that many of the mines have not yet gotten back to steady work, the drought in the Hazleton region and the shortage of cars on the Pennsylvania railroad is interfering with shipments to quite some extent, and there does not seem to be any immediate relief in sight. In the meantime producers are pushing coal forward as rapidly as possible to those points in greatest need for coal and trying to bring the stocks up to nearer normal at inland points and shoal water ports. The output for the month of October amounted to 813,531 tons, as compared with 4,899,303 tons in October, 1899. Prices are well maintained and dealers seem to be more desirous of getting the coal than to argue the price. The retail prices have been reduced somewhat, and it is likely that another reduction of 25 cents a ton will be made in the next few days if supplies keep coming in at the present rate. The prevailing figures are \$6.25 per ton for the domestic sizes and \$4.50 for pea coal.

The soft coal trade is in a little better shape all around than it was. Consumers do not find the difficulty in getting the coal, even to the higher grades, though this latter class is still in strong demand. Shippers, too, have found some relief by the better transportation and car supply on the Pennsylvania railroad, permitting coal to arrive on nearer schedule time than has been the case for many weeks. The Baltimore & Ohio, however, is still badly tied up with coal along its lines, and shipments from these ports are uncertain.

Producers are endeavoring, as far as they are permitted by the limited vessel tonnage to get the last cargoes into the shoal water ports, and, while considerable tonnage has gone forward during the week to these ports, it is thought that a few may have to go short of coal into the winter, as it is almost impossible to get suitable vessels to carry this product. Trade in the East is a little easier, which is also true of the Sound ports, but the requirements are still large. All-rail trade continues active and is taking all the coal of the better grades that is given them and filling in with the poorer grades.

Transportation from mines to tide is slow on the Baltimore & Ohio, and good on the other roads, which is also the status of the car situation. In the coastwise vessel market large vessels are plentiful and the smaller craft very scarce. We quote current rates of freight on the former as follows: From Philadelphia to Boston Salem and Portland, 70c; Sound ports, 60-65c; Wareham, 75-80c; Lynn, 85c; Newburyport, 90-95c; Portsmouth, 75c; Saco, \$1.10 and towage; Gardiner, \$1.00 and towage; Bath, 75c; Bangor, \$1.00.

KANSAS CITY, MO.

NOVEMBER 15, 1900.

We are having just enough weather now so that the sunny sides of the streets are popular and sausage tastes good for breakfast. Such weather is none too soon to prevent a demoralization in prices of soft coals. All dealers took what coal they could store in October and then shut their eyes and took some more. It will take a good plump week of cold weather to bring stocks down to a normal basis and renew car-lot buying. It is demonstrated that the output of soft coal is more than enough to supply a non-consuming market, but it is not yet demonstrated that there is too much coal for the reverse conditions. In fact, there is still reason to believe that a reasonable number of cold days in succession will put plenty of snap into the demand and still further appreciate prices. Operators are in no humor to cut prices, preferring to close down from time to time rather than to see even a temporary decline, but during the past two weeks there has been many concessions made on track coal, and at this writing the supplies on track are very moderate.

Enough work has now been performed in this territory under the eight-hour schedule to demonstrate that as, against a ten-hour day, the cost of coal is much greater and the output much reduced; also that the men are not taking the same interest in their work as here-to-fore, even the best of them tending toward indolence. A clock inside the mine is as much of a fixture now as the mule, and what the clock says is of more importance than what the pit boss says.

The Central Coal & Coke Co., of this city, held a meeting of their directors this week and increased their capital stock from \$3,000,000 to \$3,750,000, and with the increase bought the properties of the Sweetwater Coal & Mining Co., at Rock Springs, Wyo., on the line of the Union Pacific. These are the largest properties in Wyoming except those of the Union Pacific Coal Co. Mr. G. W. Megeath, of Omaha, who was the principal owner of the Sweetwater mines, becomes a director and general manager of the Central Coal & Coke Co., removing to Kansas City to take charge. Mr. R. H. Keith, who is president of the Central Co., has been performing the duties of general manager for the last two years, with the assistance of Mr. C. S. Keith, the general sales agent. The present arrangement should prove an admirable one for the Central Co. Mr. Megeath is a gentleman of wide experience and great ability. He is one of those men who makes things come his way, which is decidedly handy in the coal business. Previous to 1897 Mr. Megeath was for many years general superintendent of the Union Pacific Coal Co., and is known all over the West. Kansas City is glad to add him to her population.

The next meeting of the operators' association of southern Iowa will be held in Centerville, November 26.

Mr. G. W. Megeath, of Omaha, principal owner of the Sweetwater Coal Mining Co., Rock Springs, has become general manager of the Central Coal & Coke Co., and the Sweetwater offices will be moved from Omaha to Kansas City.

SAN FRANCISCO, CAL.

NOVEMBER 10, 1900.

During the week there have been three coal arrivals from Washington, 9,550 tons, one from British Columbia, 740 tons, one from Oregon, 180 tons, total, 10,470 tons. This has been the lightest weekly coal delivery this year, and at a time when a full average is called for to meet immediate demands. This week's arrivals are only equal to two day's actual consumption, hence the light reserve in yard will be largely eaten into. Last week's delivery was over three times greater. Business in the fuel line is reported good, sales large and prices firm. Quotations on foreign grades from all sources make importations almost prohibitory, with no apparent probability of any reduction in the near or distant future. Great Britain is assuming a new position in the coal line, she is now an importer, not an exporter as she always has been. America is fast becoming the Coal Dictator to the world, and will eventually establish the fuel values everywhere, yet she will doubtless retain the present tariff schedule of 67 cents per ton for protection, and not for revenue only; this savors strongly of self stultification. The managers of our local steam factories are feeling easy about their fuel bills for the future, since crude oil has made its entry into the market. Large oil producers are keenly seeking buyers, at prices which signify a marked reduction on the present ruling figures on coal; furthermore, they offer to make contracts extending into the future fully one year ahead.

WHEELING, W. VA.

NOVEMBER 15, 1900.

There is little new in the coal and coke situation in West Virginia this week, and the reports from all along the line, as to prosperity and activity of demand that were given last week still hold good. The Kanawha river is still too low to get coal to market, and it is still harder to get Pittsburg coal down the river. This is having a good effect on prices in the lower river markets, and the West Virginia operators are well prepared for the very first rise that comes.

A big deal in coal lands in this (Ohio) county is about as good as closed up. The Wheeling Consolidated Coal Co., of this city, is about to take 6,000 acres on Short Creek, to be used for shipping mines. It is only necessary for the owners to make the concession of interest charges during the time of option to have the deal closed before the end of this month.

Fairmont, the West Virginia Central, Norfolk & Western, and New River regions continue active, and in about the same condition as last reported. The Pennsylvania Co., since it has taken hold of the Wheeling Terminal railway, is taking a good deal of West Virginia coal, to the west, and it is likely to do more in that line within a few months. It opens up for West Virginia operators a very much larger territory, and gives assurance of a better car supply.

The Short Line railroad, from the Clarksburg field to New Martinsville, on the Ohio River railroad, which is a connection of the Pennsylvania, is to be open for coal traffic within a few weeks, which will be a great help to that region, which has heretofore depended upon the Baltimore & Ohio exclusively.

PITTSBURG, PA.

NOVEMBER 14, 1900.

No change of any importance to note since last writing, and a heavy tonnage continues to be turned out at all the mines. Cars are more plentiful, and the relief in this regard came sooner than was expected.

A local coal operator has just returned from an extended trip to the South and, speaking of the Alabama coal mines, stated: "Coal operators in Alabama say that the demand for coal is greater than the supply. As an incentive to keep the miners at work hard operators are offering premiums. Colonel T. M. Aldrich, of the Southern Cahaba Mining Co., and of the Brilliant Coal Company, the latter concern operating the mines in Marion county, which supply the Illinois Central railroad, states that the miners at the Brilliant mines are paid a premium of 5 cents per ton on each ton over 50 per month in addition to the regular union rates. The day before I left for home the first coal had been received from the Underwood Mining Co.'s mines, in Blount county. The rails are down on the first ten miles of the Oneonta & Attalia railroad, from Oneonta to Walnut Grove, near the place the mines are located, and just as soon as the road is ballasted regular traffic will be established. A large tippie is being constructed at the mines, and the production will be 300 or 400 tons a day within the next three weeks.

Three years ago there was practically no steel car industry, while today there are 10,000 men and boys in the United States earning their living at it, and the American steel car is to be found not only all over the American continent, but in the wilds of Africa and other regions in which, for obvious reasons, it is preferred to the wooden vehicle. A load that would crush the ordinary wooden car is carried with ease by its steel successor; 100,000 pounds is a common specification for their capacity, and only recently 2,500 cars, each capable of carrying this immense weight, were ordered by three of the leading American railroads, the value of the order amounting to \$2,750,000. The greater the carrying capacity of the steel car the smaller the ratio of its weight to the load carried. The steel car carrying 100,000 pounds weighs 35,000 pounds, the same as a wooden car that carries only 70,000 pounds; the life of the wooden car averages 15 years, and it costs \$35 a year to keep it in repair; the steel car, it is estimated, will run for 50 years, and its repair bill amounts to but \$10 to \$15 a year. Orders aggregating in value nearly \$5,000,000 were taken last week by the Pressed Steel Car Co. They included 3,000 steel cars for the Pennsylvania railroad, 1,000 for the New Jersey Central, and 500 for the Lake Shore & Michigan Southern. It is probable that the output of the plants of the company will be increased from 100 to 150 cars daily, if the present demand continues.

An Ottumwa Box Car Loader is being installed by the Lestie Mining & Manufacturing Co., at Somerset, Pa.

The veins of coal in Taylor mountain, Sonoma county, California, are about to be developed with the least possible delay. Colonel A. C. Hammon, of San Francisco, is interested and will push matters.

CINCINNATI, O.

NOVEMBER 15, 1900.

There is very little change in this market from last week. The retail demand for coal is fair, and with colder weather the demand will increase. The factories, breweries and other steam-using concerns are running to their full capacity and taking, of course, large quantities of coal, mostly on contracts made earlier in the season. The river dealers are again almost out of coal after the small shipment recently received from the Kanawha, and are again inquiring for rail coal in large quantities. The rail dealers, on the other hand, claim to be able to take care of all business offered, but at good prices only. There is less disposition to cut prices now than there has been for many weeks or months. The car supply, while it might be better, is more liberal than it was a few weeks ago, and there is comparatively little to kick about. Prices are practically unchanged. Rail lump, wholesale, is worth \$3.35 to \$3.50 a ton on tracks here, while nut and slack is bringing \$1.60 to \$1.75. At retail, \$2.75 and \$3.00 are the prices for lump, delivered in the city proper, and \$3.00 and \$3.25 on the hills. Anthracite is worth \$7.50 a ton, delivered, and gas coke sells for 9 and 10 cents a bushel, delivered.

THE NEW COAL ROAD.

The Hazleton, Pa., Sentinel says: "Regarding statements that the Delaware Valley & Kingston Railroad Co., is going to abandon the construction of the road, the projectors assert that there is no truth in the statement. They believe that the need for an independent coal road to the anthracite region is more pressing than ever. Little headway has been made in the construction of the road because the company is between two legal fires. When the appellate division of the New York Supreme Court handed down a decision distinctly favorable to the Delaware Valley & Kingston Road the opposition declared its intention to carry the case to the Court of Appeals. Sixty days were given to make this appeal, and although the time is very nearly up it has not yet been made.

"In this State the opposition, which is scarcely less formidable than that encountered in New York, has raised the issue that it would be unlawful to give the Delaware Valley & Kingston Road the right of way between Hawley and Lackawaxen, on the Delaware, a distance of fifteen miles. This contention will be argued during the January term of the Supreme Court in Philadelphia."

A GOOD FOUNDRY COKE.

A western iron firm that is a large buyer of foundry coke is strict in the quality of fuel it demands says the Connellsville Courier: All of its purchases must conform to specifications which are included in the contract. Its specifications for foundry coke are in part as follows: A good, clean 72 hour coke, as free as possible from coke dust and cinder. The percentage of wall coke, known as 'black heads,' must not be greater than that usually found in "Selected" No. 1 foundry coke. The coke should be of the massive form and reasonably free from small particles, i. e., granulated coke. Structure is an important feature and will be considered when purchasing coke. The structure of a perfect 72-hour coke should, according to theory, be made up as follows:

	Per Cent.
Cellular structure.....	56.00
Coke structure.....	44.00
The coke will be accepted if it comes within the following limits, viz.:	
Per cent.	
Moisture should not exceed.....	1.50
Volatile matter should not exceed.....	3.50
Fixed carbon must be above.....	86.00
Sulphur must not exceed.....	0.75
Ash may range from.....	5.50 to 11.50
Coke will be rejected which shows on analysis:	
Per Cent.	
Sulphur, more than.....	0.85
Phosphorus, more than.....	0.05
Fixed carbon, less than.....	85.00
Ash, less than.....	5.00

When sulphur is included in an analysis it is to be understood that the volatile matter carries one-half and the fixed carbon the other half of the per cent due to this element. The two following analyses of a light and a strong coke will give a good idea of our method and statement of a coke analysis. Both of these cokes are within the limits of the specification; No. 1 is a light coke and No. 2 is a strong coke:

	No. 1. Per Cent.	No. 2. Per Cent.
Moisture....	0.33	0.49
Volatile matter.....	2.25	1.31
Fixed carbon.....	90.54	87.46
Sulphur..	0.60	0.72
Ash.....	6.28	10.02
Structure, cells.....	52.94	50.04
Structure, coke.....	47.06	49.96
Specific gravity....	1.697	1.890
Heat units (per lb.).....	13,540	12,937

No. 1 is a light coke with medium porosity and will give a quick, intense heat. No. 2 is a strong coke and will hold up a heavier burden of iron; the porosity is lower; that is, the coke is more dense, consequently a stronger blast is required. A strong, heavy coke will give a steady, continued heat.

A cablegram from St. Petersburg says: "The Russian minister of agriculture, M. Yermoleff, after visiting the coal deposits recently discovered on the Black sea coast in the government of Kutais, estimates that they will yield 1,640,000 tons annually for sixty years. He considers the quality excellent."

ON THE WING.

H. L. Baughman, Lowell, Ind., was in Chicago the latter end of last week looking up coal shipments.

Menominee, Wis., is coming well up to the front as a shipping point, and Mr. F. C. Nowack reports a large tonnage so far this season.

The Johnstown Coal Co. has taken out a charter during the week under the laws of Pennsylvania; capital, \$1,200, with offices at Blairsville.

The Indiana miners will resume operations tomorrow, Saturday, November 17, as the hoisting engineers will return to work, after several days' strike.

An Erie correspondent reports that "Mr. O. S. Richardson, the dean of the coal trade of Chicago, was in Erie, Pa., this week, looking after vessel shipments."

The Tuscola Grain & Coal Co., Tuscola, is a new Illinois incorporation, with capital stock of \$5,000; incorporators, J. C. Collins, A. Meister and Frank Bennett.

Mr. C. Lyons, traveling car agent of the Columbus, Shawnee & Hocking railroad, Columbus, Ohio, was in Chicago this week looking after the company's coal cars.

Mr. Jacob A. Beidler, Cleveland, the well known coal operator, has been elected congressman of the Twentieth Ohio district after one of the hottest fights in the Buckeye State.

Coal laden steamer Newcastle, British, from Baltimore, which was ashore for a time on Tennessee reef, has reached her destination, Tampico, in safety. She jettisoned 400 tons of cargo before she was floated.

Mr. George Merryweather, the Rookery, Chicago, general Western agent Coxie Bros. & Co., incorporated, was elected president of the Western Society of the Army of the Potomac at the annual meeting, November 12, 1900.

Mr. William E. Hamilton, Zanesville, Ohio, representing the Morgan-Gardner Electric Co., Chicago, was in the Garden City during the week and visited some of the coal trade. He also made a pleasant call at the offices of the BLACK DIAMOND.

Messrs. E. L. Mather and C. W. Stiver, Shearer block, Bay City, Mich., have formed a partnership for the purpose of handling, at wholesale, bituminous coal, coke, brick, pig iron, etc. This company is already Michigan agents for large producers in these lines.

With the better supply of coal during the week prices at retail in Philadelphia have dropped to \$6.25 a ton for the domestic sizes and \$4.50 per ton for family pea coal, put in by chute. A further reduction of 25 cents a ton is expected within the next week or two.

With the arrival of coal at Port Richmond the Reading Co.'s barges and tugs are being brought for service in the hard coal trade again. After the coal strike begun nearly all the tows of this company were run between the further lower ports and New England in the soft coal trade.

President Walls, of the Philadelphia Coal Exchange, called a meeting of the trade last week, at the Bourse building, at which it was decided to wage a relentless war on the "short-weight" dealers and, if possible, to have a system of check weighing machines under municipal control.

That large Pittsburg corporation the Pittsburg Coal Co., will pay the hospital charges and other expenses of those miners sustaining injury while employed in the mines. In case of death by accident in the mines due to any cause the company announces that it will pay the burial expenses.

The Chesapeake & Ohio railroad's east-bound coal business for October was the largest in the history of the company, amounting to 258,250 gross tons. This was the coal for coastwise and for export shipment, and it all originated in the coalfields of the two Virginias. The October tonnage was greater by 27,000 tons than that for any other month. Aside from the splendid freight showing it makes for the railroad, the coal men find a source of gratification in the knowledge that the Kanawha and New River fields are capable of such an enormous turnout of the black diamonds.

A Philadelphia letter, in part, says: "The reports touching the intention of the Pennsylvania and Lehigh Valley to enter into negotiations for certain individual collieries in the Hazleton or upper Lehigh coal field are practically true. The movements of both companies will be watched with interest by the trade."

The attention of our readers, and the dealer trade in particular, is called to the advertisement of the H. B. Sackett Screen Co., on pages 613-14, where are displayed all the patented coal pocket and coal yard appliances necessary for the economical and quick handling and delivery of anthracite and bituminous coal.

It is worthy of note that the anthracite strike has had a serious effect upon lake shipments as shown by a comparison of the figures for August and September, during August there was transported via the lakes 516,763 tons of anthracite coal, while in September the shipments were 257,787 tons, a falling off of 258,976 tons.

Our Pittsburg correspondent reports: "The Pittsburg Trust Co., receiver of the Natalie Anthracite Coal Co., which became insolvent three years ago, was authorized by court, today, to release the mines of the company in the anthracite regions to the Shamokin Coal Co. for fourteen months at a stated royalty."

Colonel Jay H. Northup, Louisa, Ky., president and general manager Whitehouse Cannel Coal Co., incorporated, is building a two-mile spur connecting with the C. & O. R. R., where he taps an eleven-foot vein of the best bituminous coal ever mined in the state of Kentucky, and will be ready to ship by January 1, 1901.

Pittinger & Davis, miners of bituminous coal, at Centralia, Ill., called on their Chicago friends in the coal trade on Friday. Col. Pittinger reports that the large opera house which he recently built, and which burned down just before completion, will be rebuilt immediately. The citizens of Centralia have assisted materially to this end.

It is stated that the Central Coal & Coke Co., Kansas City, Mo., has purchased the Sweetwater Coal Mining Co.'s property at Rock Springs, Wyo., and voted to increase its own capital stock from \$3,000,000 to \$3,750,000. The Sweetwater company has an output of 600,000 tons of bituminous coal a year and employs 600 men.

The New York Coal & Transportation Co., with offices at 143 Liberty street, N. Y., has been recently organized in this city, for the purpose of handling hard and soft coal. W. A. and E. G. Price are the members of the firm. They control the product of the Mishanon & Plymouth mines, and report a large demand for these celebrated coals.

Mr. Henry S. Fleming, New York City, secretary of the Independent Anthracite Coal Operators' Association, who recently returned from Europe, where he has made an exhaustive investigation of the European market for American coal, says: "The prospects of a market abroad are bright. Italy and the Mediterranean ports of France will take large blocks of bituminous coal."

Messrs. Madeira Hill and George B. Newton & Co., whose card appears upon the front page of this issue, report a good business on their various products. Besides doing a large domestic trade, they are rapidly becoming factors in the foreign markets. In addition to the shipments they are making to the continent they are under contract for a large amount of coal to go to Mexico.

President Charles S. Mellen, of the Northern Pacific railroad, has purchased some 200 acres of tide land adjacent to the present terminal of the system, at Tacoma, Wash., on which will be constructed wheat warehouses, coal bunkers, etc. The cost of the land and improvements to be made will aggregate \$1,000,000, and it is an essential and most valuable acquisition to Mr. Mellen's road.

Mr. C. A. Eastman, general sales agent Zeller, McClellan & Co., Brazil, Ind., producers of lower vein Brazil block and Cloverland lump coal, replying to a letter of inquiry, says: "In regard to the present strike in our section, our bituminous mines on the Vandavia are running, the regular engineers having returned to work at last year's prices and conditions and are satisfied, but as yet none of the block mines are working. However, the miners are so dissatisfied with the action of the engineers in throwing them out of work at this time that, we believe, if the engineers do not return to work within a few days, the miners will take the matter into their own hands." The miners resume tomorrow, Saturday, November 17.

Mr. Joseph Henry Reilly, a member of the firm of the Duncan & Spangler Coal Co., forsook the ranks of the benedicts, on Wednesday last, by launching his boat upon the sea of matrimony. Miss Julia Alyosia, daughter of Mr. and Mrs. Andrews, of St. Mary's, Pa., was the happy bride, the event taking place in St. Mary's Church, at St. Marys. The BLACK DIAMOND joins his many friends in extending congratulations.

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A syndicate composed of Pittsburg and New York capitalists has formed a new coal company which will be capitalized at \$10,000,000. The purpose of this proposed corporation is to develop immense tracts of coal land, practically all of which is located in Washington County, Pa. B. F. Rafferty, at one time a well-known coal-mine operator, is one of the promoters of this new enterprise. The agents of the syndicate have already secured options on 25,000 acres of coal land.

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A special to the Wall Street Journal, New York City, says: "Owing to the scarcity of coal cars a number of the mines in the anthracite region are not running full time. An official of the Pennsylvania Coal Co. says that late last week a number of the mines were shut down. It is considered likely that unless additional cars are soon supplied there will be a further closing down of some mines throughout the entire anthracite region."

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The Kansas & Texas Coal Co., Kansas City, Mo., by their division sales agent, Mr. H. C. Fellows, "is calling upon all dealers in his territory to help railroads and coal producers by the prompt unloading and releasing of cars. There is a great shortage in equipment, and if cars are released quickly mines will be enabled to fill up and so satisfy other dealers who are waiting for coal. A good idea which all in the trade might adopt with advantage to themselves and others.

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Mr. Joseph Martin, Rosedale, Ind., appreciates the position taken by Mr. W. S. Courtright, president of the Courtright Coal Co., Columbus, Ohio, in his open letter to President John Mitchell, of the United Mine Workers of America, which appeared in the BLACK DIAMOND, October 13, 1900, and says that he believes he voices the sentiment of all the operators in Indiana in endorsing the standing assumed by the Ohio operator. Mr. Martin is general manager of the Parke County Coal Co.

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The Pittsburg Coal Co., Pittsburg, Pa., has inaugurated a plan whereby its 20,000 employes are not only to become stockholders in the company, but will have an accident and death fund, to be followed later by a system for pensioning all those employed by the company in any capacity. A charter was applied for at Harrisburg, today, by the Pittsburg Coal Company Employes' Association, which is organized to act for the employes in all the transactions contemplated by the company's prospectus. J. E. McDonald will be general manager of the association.

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Mr. H. H. Taylor, 355 Dearborn street, Chicago, agent for B. Uhrig Fuel Co., Milwaukee, Wis., agents for W. L. Scott's all-rail anthracite, and shippers of all kinds of bituminous coal and coke, in his November circular, says: "As the lake shipments of anthracite coal have been largely diminished by the strike, there will naturally be a greater demand for All-Rail Coal throughout the winter, and we would, therefore, caution our patrons against any delay in getting in their orders for prompt shipment, and can assure them that all orders will have our most careful attention."

**

With the closing of inland canals on December 1, and lake navigation on December 5, it is doubtful if enough coal can be gotten forward by that time to supply the wants, as the demands from these sources is unusually heavy, and coal is not yet coming forward in sufficient quantity to permit of any very large tonnage. This would indicate that comparatively large shipments will be necessary to these points during the winter months, which will divert a considerable tonnage from tidewater which should make this market strong and help to maintain values at about the present basis.

**

O'Gara, King & Co., Western Union building, Chicago, producers and shippers of coal and coke, are in receipt of a letter from F. Scrimaglio & Co., Genoa, Italy, in reference to the Parke county (Indiana) coal which was on exhibition at the Paris Exposition, and for which they are agents. The letter, in part, says: "On comparing same with the leading characteristics of Scotch and English coals, readily came to the conclusion that, if your fuel were imported into this country in large lots and regular monthly shipments, it would, in the early future, conquer the market altogether, and if delivered in nice, big lumps, the business would undoubtedly prove a success." In this connection it will be remembered that Mr. Joseph Martin, general manager of the mines was a visitor in Paris this summer, and heard many favorable comments at the exposition in regard to his coal.

The McKeesport (Pa.) Herald says, in regard to an unloading device which may revolutionize car construction: "At the Monongahela furnaces a coke car carrying 32½ tons of fuel was unloaded in 15 seconds. This is the record made in a trial to test the practicability of a new coke, coal or iron ore carrying car, the invention of Jacob J. Souder, of Lebanon, Pa. Among those present were Geo. A. Sanderson, David Mayer, Levi Mayer, of Chicago, and others interested. The party was in charge of Mr. D. F. Maroney, general superintendent of the Baltimore & Ohio railroad, at whose invitation a number of prominent Pittsburg manufacturers and shippers witnessed the test." One railroad man present remarked that its use would revolutionize the equipment of the roads, the rapidity with which the cars could be unloaded and the minimizing of the delays in the particular making one car do the service of at least three of the old style."

**

Strikes and arbitration for their settlement is to be made the study of the National Civic Federation in a conference, at Chicago, December 17 and 18. The federation has invited all the best known experts in the settlement of industrial disputes, and in the two days' session it is expected that much valuable information and instruction can be gathered. Among those who will represent Chicago in the conference are Franklin MacVeagh, chairman; Frederick Driscoll, commissioner American Newspaper Publishers' Association; Herman Justi, commissioner Illinois Coal Operators' Association; H. W. Hoyt, vice president National Founders' Association; Adolphus C. Bartlett, wholesale hardware merchant; James H. Bowman, president International Printing Pressmen's Union; A. M. Compton, wholesale dry goods; T. J. Hogan, secretary National Association of Stove Manufacturers; George A. Schilling, ex-secretary Bureau of Labor Statistics of Illinois, and Mark Crawford, former president International Typographical Union. There will also be a large attendance of presidents of labor organizations, including John Mitchell, United Mine Workers of America; Frank P. Sargent, Locomotive Firemen; Samuel Gompers and others.

**

Mr. J. J. Hobbs representing the Tweedie Trading Co., exporters and shippers of steam and gas coals and coke, who has just returned from a trip to South America in the interest of his company, reports an active market along the Atlantic sea coast and a good demand for American coals. Although Mr. Hobbs was only away four months, he booked orders for 25,000 tons and was only prevented from taking more by the inability of obtaining tonnage. This company has, at the present time, afloat, the following tonnage, amounting to 9,000 tons at the River, Plata and Brazil: Steam bark, Severn; steamship, Falls of Inversnaid; steamship Glenroy, shipped from Newport News, and known as Kanawha double-screen coal. We understand this coal is for some of the manufacturers and railroads in that country. Mr. Hobbs speaks very enthusiastically at the prospects of a large market for American coals in South America, and will undoubtedly work up a large tonnage for his company, as, besides being familiar with that market and their methods of doing business, he is also familiar with the English products which have been shipped to this market for years and, therefore, able to talk of the comparative merits of the two coals.

BRITISH COAL CONDITIONS.

Messrs. Hull, Blyth & Co. of London and Cardiff, report under date of November 3 as follows:

Cardiff Coal—Market very weak with little demand.

Best Welsh steam coal.....	20s 6d to 21s 6d	(\$4 92 to \$5 16)
Seconds.....	19s 6d to 20s 0d	(\$4 68 to \$4 80)
Thirds.....	18s 0d to 19s 0d	(\$4 32 to \$4 56)
Dry coals.....	19s 6d	(\$4 68)
Best Monmouthshire semi-bituminous....	18s 6d to 19s 0d	(\$4 44 to \$4 56)
Seconds.....	18s 6d	(\$4 44)
Best small steam coal.....	10s 6d to 11s 6d	(\$2 52 to \$2 76)
Seconds.....	9s 0d to 10s 0d	(\$2 16 to \$2 40)
Other sorts.....	7s 6d	(\$1 80)

The above prices for Cardiff coals are all f. o. b. Cardiff, Penarth or Barry, while those for Monmouthshire descriptions are all f. o. b. Newport, exclusive of wharfage, and are for cash in 30 days less 2½ per cent discount.

Freights—A further decline is noticeable in freights in all directions.

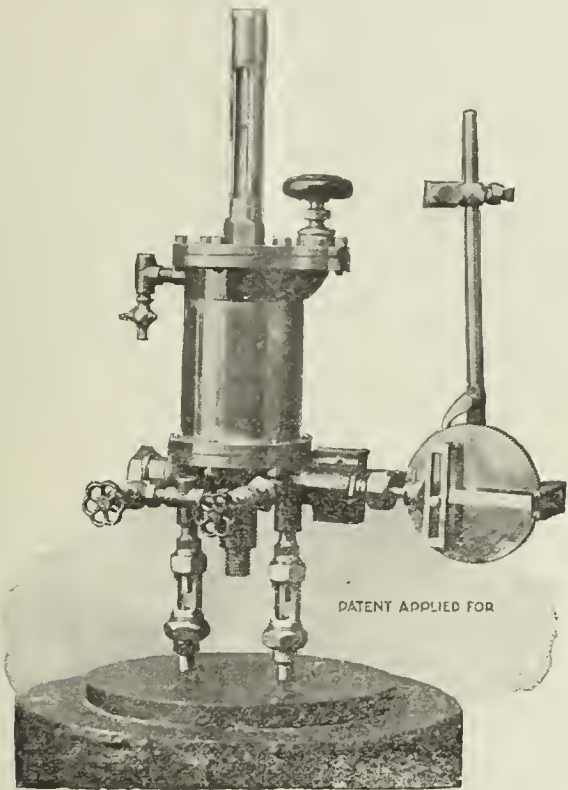
Gibraltar.....	8s 0d (\$1 92)	Colombo.....	18s 0d (\$4 32)
Malta.....	8s 0d (\$1 92)	Singapore.....	18s 6d (\$4 44)
Algiers.....	10 f. (\$2 00)	Las Palmas.....	8s 3d (\$1 98)
Marseilles.....	10½ f. (\$2 10)	St. Vincent.....	9s 0d (\$2 16)
Genoa.....	9s 0d (\$2 16)	Rio Jan'o.....	14s 3d (\$3 42)
Naples.....	9s 0d (\$2 16)	Santos.....	15s 0d (\$3 60)
Constantinople.....	9s 9d (\$2 34)	B. Ayres.....	12s 6d (\$3 09)
Port Said.....	11s 0d (\$2 64)	St. Lucia.....	9s 6d (\$2 28)
Aden.....	18s 0d (\$4 32)		

At the close of last week, according to a correspondent at Pana, Ill., the town was suffering from a water famine. All the coal mines and other industries using steam are closed down. Coal is scarce, and will be until the mines resume operations, which is expected the coming week."

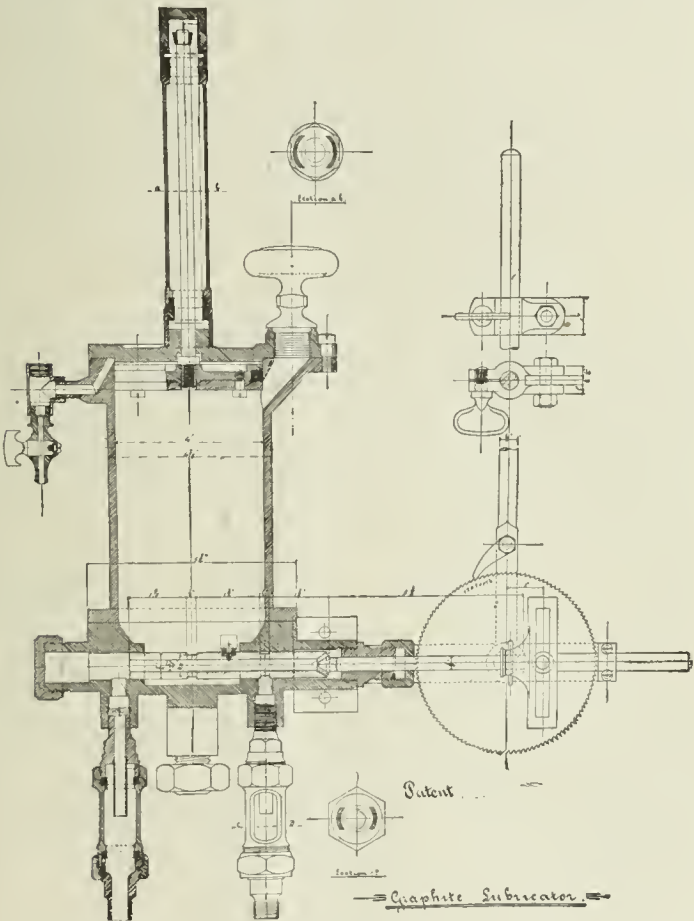
A NEW SIGHT-FEED GRAPHITE LUBRICATOR.

The accompanying illustrations represent a new sight-feed graphite lubricator, which feeds Dixon's pure flake graphite automatically, in measured quantities, into any steam cylinder. It can be regulated so as to feed any quantity desired.

One of these lubricators has been used in the Pontiac building, Chicago, for a year and a half and has never once failed to perform its functions satisfactorily, and has required no attention or repairs. Others have been



installed in some of the largest plants in Chicago, where the steam pressure runs up as high as two hundred (200) pounds, and the results were a revelation to the men in charge. The lubricator can be used on all kinds of engines, single, compound or triple expansion. A test was recently made with one of these devices feeding Dixon's Pure Flake Graphite No. 1 into the cylinder of a 1,000 horse-power triple expansion condensing vertical engine. After the first few days the oil was cut off entirely, the graphite



doing all the lubricating for the balance of the period. These cylinders (when the heads were taken off) shone like polished mirrors, and all hands were unanimous in the expression that they were in the finest condition of any cylinders they had ever seen.

The cups of the lubricator are made to hold from one to five pounds of graphite, but as the majority of them will be made to order, the capacity can be arranged to suit the plant.

The graphite referred to is manufactured by the Joseph Dixon Crucible Co., Jersey City, N. J., and the lubricator by Charles Burmeister, 303 Larabee street, Chicago, Ill.

PRECAUTIONS IN REMOVING MINE GAS.

"Removing a Body of Gas from Mine Workings," is the subject of a timely article in this month's issue of Mines and Minerals. It says:

"The removal of a body of gas from a chamber or other working place where it has collected is often a difficult task, requiring close care and attention upon the part of the fire boss. The first duty of that official, before taking any steps toward the removal of a considerable body of gas, is to notify all the men working upon the return air current who will be affected thereby. Where the accumulation of gas is large the men should be absolutely withdrawn from all working places in by from where the gas is located, and the fire boss should assure himself that his orders in this respect have been fully carried out, both for the safety of the men in question as well as that of all those employed in the pit. The body of gas may move very quickly, and flow out upon the airway in large volume, rendering the air current highly explosive. On the other hand, the movement of the gas may be extremely sluggish, and despite every effort made to dislodge it, little progress may be made toward its removal. The fire boss cannot foresee these possibilities, however, with certainty, and his plain duty is always not only to notify the men affected, but to see that they are absolutely withdrawn.

"Having increased the circulation in the affected district, as much as possible, the fire boss, with a few helpers, starts by erecting a temporary brattice just beyond the mouth of the first room wherein such a body of gas has accumulated. This is done providing the crosscuts are open to permit the circulation to pass along the working face, from room to room, without returning to the airway. The effect of the brattice, or curtain, thus erected in the airway is to raise the ventilating pressure in the rooms. If these rooms are driven to the pitch, and the gas, as we have assumed, consists of a firedamp mixture, its tendency will be to rise to the face of the pitch and there remain. It will often require a considerable ventilating pressure to overcome this tendency of the gas to rise to the face in steep pitches. We have known of cases where a large body of gas, accumulated under similar conditions to these, refused, during a long period, to move at all; every effort made to start the circulation in these rooms proving unavailing. In one particular instance, as a last resort, but one thing remained to be done, and that was to start at the return end, where the current should discharge from the rooms, and erect a short brattice leading up into the chamber, since the air would here be heavily charged with gas, causing the lamps to flame constantly, requiring the most careful watching, and rendering the work hazardous. The men, in this instance, were compelled to advance, set a post, nail the brattice cloth to it and retreat quickly, always keeping, however, upon the fresh-air side of the brattice. By degrees the brattice was carried up from the airway toward the face of the room, the air current traveling up one side of the brattice and returning upon the other side. In this manner the gas was removed slowly but surely from the chambers, but the work required a most diligent watch being kept upon the lamps, and great caution being used, especially when nearing the head of the chamber. From time to time the men went back upon the airway to the intake end of the rooms in question, and erecting there the brattice which had at first been unsuccessful, would try again to start the circulation through the rooms.

"The conditions here presented form a very interesting study, as we reflect that it is just such conditions as these that frequently result in disastrous explosions. The men performing the work may often be willing to take greater risks than they have any moral right to do. In many cases the removal of a body of gas is undertaken without the proper notification of the men affected, it being assumed that the accumulation of gas is small, and the matter is treated as one of little importance. The experience of any of our most trustworthy fire bosses is often such as would render them heroes, were they to be recorded; and yet they come so natural to these men that they are often barely mentioned in their reports.

"A fire boss should not be placed in charge of a larger territory than he can readily attend to. He should not be compelled to make undue haste in order to complete his rounds. He may, in such case, if not particularly conscientious, neglect certain places upon the assumption that they are clear of gas, and such neglect may be the price paid for many lives. Because any district is usually free of gas, in a mine where gas is known to exist in other districts, is no warrantable reason or excuse for the neglect to examine daily each and every place in such district. The examination must be thoroughly and carefully made. The fire boss should not be hurried in his movements, as it may often occur that he unconsciously passes under a considerable accumulation of gas, and arrives at a point near the face from which he cannot beat a hasty retreat in safety, before becoming aware of the presence of a dangerous quantity of gas. This is altogether possible, under certain conditions, where the gas from a feeder at the face or in the roof has flowed along the roof for a considerable distance. The air in the room, being quiet, is comparatively free from any appreciable amount of gas as the fire boss enters, but the movement of his body as he advances along the airway causes eddies which mix the gas with the current. Not long since an occurrence of this nature took place in one of the mines of the anthracite district of Pennsylvania. The fire boss, a careful man, had proceeded a considerable distance toward the face of a chamber when he became aware of a considerable body of gas above him by the sudden flaming of his raised lamp. He lowered his lamp cautiously, but was unable to find a position low enough where the flaming ceased, and, realizing at once the urgency of his circumstances, he smothered the lamp under his coat and started for the airway. This incident is only one of a thousand occurring daily in our mines, and illustrates very forcibly the fact that the movement of one's body, in passing through a narrow passage, will disturb a body of gas accumulated at the roof, and will cause it to mix in dangerous proportions with the air of the passageway. Under these circumstances the fire boss often finds his retreat suddenly cut off when he is least aware that he has encountered danger. For this reason it is all the more important that the work of the fire boss should not be hurried by the necessity of making his rounds within too small a limit of time. As before stated, it is such simple occurrences as these that afford us the many illustrations of unexplained disastrous explosions."

Mr. J. Colehower of the firm of Ball & Twist, Toluca, Ill., was visiting friends in the coal trade this week.

WHAT IS NEEDED TO MAKE COAL EXPORTS A SUCCESS.

The American consul at Marseilles is doing our coal exporters a substantial service by pointing out the difficulties they have to overcome. One objection is that American coal contains too much dust. The American practice is to shoot carloads into vessels, and as the coal itself is more friable than the British coal the result is undue breakage, which hurts its appearance and selling qualities. The consul at Bordeaux makes it clear that we cannot profitably utilize existing passenger lines, which are unsuited to the traffic and on which it would cost \$6 per ton port duty if the freighter does not ply direct between the United States and French ports. As the great passenger lines all converge at a few points upon the British channel, this itself constitutes a further effective bar to American competition. The only open door available in the opinion of these consuls is the building of a special class of ocean freighters for the business, such as are used on the great lakes for the grain, coal and ore trades, with middlemen's commissions eliminated. With a fleet of this character of large carrying capacity, low cost of construction, with sufficient engine power to make seven or eight knots an hour, giving steerage way in all weathers, equipped with the best machinery for handling bulk cargoes and with minimum requirements as to size of crew and operating expenses our success is probable. The London Economist says this is the only way the United States can divert the English coal trade. It is worth noting that this is the identical method proposed by the Carnegie company for exporting its steel products. It is the only business way to meet the difficulties of the situation.

AMERICAN COAL IN FRANCE.

United States Consul Haynes, at Rouen, France, has sent to the State Department a report pointing out the splendid chances France offers for the importation of American coal.

"The price of coal in Rouen," says Mr. Haynes, "is now (October 16) 36 and 42 francs per 600 kilograms (about \$11 and \$13 per ton of 2,240 pounds), according to quality, and if present conditions continue it may reach \$14 or \$15 a ton in a few weeks. This is not a local rise caused by the dealers; the explanation is to be found in the interruption of the foreign supply, which exists all over France. One of the most important railroad lines will soon augment its almost exhausted supply with trans-Atlantic coal. The opinion from authentic sources is that France will this year be short not less than 10,000,000 tons.

"The chairman of the board of directors of the important Lens mines, M. Danel, is authority for the following significant figures: France annually consumes 42,000,000 tons of coal; she produces only 32,000,000 tons. In former years, the deficit has been made good by other countries, principally Great Britain, and to some extent by Germany and Belgium. All three of these countries, however, now require more than their own output. France has, it is true, enormous coal deposits; but these cannot be worked, for the reason that there are not enough miners available. A country of only 38,000,000 or 39,000,000 people, with a standing army of 500,000 men, has not a great number of able-bodied men, to spare when its many industries are considered. Mine owners are compelled to pay their workmen low wages in order to compete with foreign prices, and other lines of occupation with less danger and better prices are more attractive.

"These conditions are not temporary, but from the very nature of the case must remain permanent; and if there ever was a time for American coal to compete with European it is now, and France offers an exceptional opportunity for American exporters. The only difficulty to be encountered is the excessive freight rate across the Atlantic."

THE SOUTHERN INDUSTRIAL CONVENTION.

The business men of the South are becoming as practical as they are energetic. They have countless sources of undeveloped wealth to invite not only the money of the capitalist but the labor of the wage earner; and they have lately been organizing and perfecting practical methods to hasten their industrial and commercial advancement.

The most effective agent now employed in the South to develop her industries and trade is the Southern Industrial Convention, and it has become a fixed institution. Its existence has been brief, but it meets semi-annually, and each meeting of the body has increased its members, widened its influence, and to-day it can point to positive achievement in quickening Southern development.

The next meeting of the Southern Industrial Convention will open at New Orleans on the 4th of December, and it promises to be one of uncommon interest. Official invitations from the Governor of the State to the officials and prominent business men of the country have been issued, inviting the co-operation and sending of delegations of business men to personally investigate the vast resources of the South. Instructive addresses will be delivered by thoroughly experienced men on the leading industrial interests and the advancement of the Southern States, and a number of prominent men from the North and South are announced as speakers.

This Industrial Convention should attract not only the attention of our business men generally in the North, but it should especially command the attention and co-operation of the business men of Philadelphia. They have been slow to reap the rich fruits from the South which are offered to them; but now that our city has re-established steamship connections with the Southern ports, our merchants and manufacturers should follow it up attain closer connection with the South; and the best way to do that would be to end a strong delegation, not only from our city but from other portions of the State, to attend the New Orleans Convention on the 4th of December.

The South is to-day the most inviting field of the world for legitimate employment of both capital and labor. Philadelphia with her large surplus wealth and her experienced and practical business men should be in the front rank of those who aid Southern development and gather the rich fruits which that development must bring to those who take the lead in the great work. Let Philadelphia and Pennsylvania both be well represented in the Southern Convention.

ASSOCIATION NOTES.

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Retail Coal Dealers' Association of Illinois and Wisconsin.....	760

The Fourth Annual Year Book of the Michigan & Indiana Retail Coal Association for 1900, is received and highly creditable it is to its compiler, Secretary James T. Eamans, Detroit, Mich. The purpose of the "Year Book," is to give the members of the association a detailed report of the growth and progress of the association, to provide a revised and correct list of the membership for the use of the honorary members, and to show the alterations and amendments made to the constitution and by-laws at the annual meeting. It is also designed to introduce the association to a large number of dealers who are not yet members and in this matter the secretary requests dealers who are members to write him and he will mail a copy to any and all eligible dealers who have not received one. The little volume of 130 pages contains a verbatim report of the work, speeches etc., of the convention held at Detroit, Mich., May 29th, 1900, as also the details of the trip to Scranton, Pa., in the heart of the anthracite coal regions and which was the center of the recent strike. The arrangement and compilation of the book not only the text but the advertising matter also, reflect much credit upon Mr. Eamans.

PLANNING TO EXTEND IOWA COAL.

A correspondent at Des Moines, Iowa, reports: "It is probable a meeting of the Iowa Coal Operators' Association and the Iowa branch of the United Mine Workers of America will be held in the near future to arrange a scale of wages for Iowa miners for the year beginning April 1, 1901. It is not anticipated that the issue between the miners and the operators at this meeting will particularly concern rates. The question most likely to come up for settlement, which will also be most generally discussed and arouse the most interest, is whether another attempt will be made to secure admission for the Iowa operators into the national conference to be held at Columbus, Ohio, in January. At Indianapolis one year ago the operators voted against the admission of Iowa operators, against the wishes of the miners, and as a result the state association has had to deal with the miners independently.

"The operators are adverse to again asking admittance, not so much for fear new demands will be placed upon them as out of resentment for the treatment accorded a year ago. The operators claim to have gotten along very well without the aid of the national association, and say they are willing to continue that way. On the other hand, the miners are anxious to have them join the association. The scale in Iowa is from 90 cents to \$1 a ton for screened coal, while in Illinois it is 40 to 50 cents a ton for mine run coal. If Iowa gets into the national association the miners hope to force the Illinois operators to either make a screened coal rate or advance the rate on mine run coal to 50 or 60 cents.

"The miners argue that if Iowa is admitted and the Illinois operators forced to advance their scale, it will exclude Illinois coal from a large part of eastern Iowa, and broaden the field for Iowa operators. The operators admit there is force in the miners' argument, and are willing to go into the association if they can, but they feel sure that if they make the attempt the Illinois operators, who fought them before, will again defeat them."

AMERICAN COAL HAS NO SUPERIOR.

"The Coal Interests of Pittsburg" was the subject of a paper read at the regular meeting of the chamber of commerce, last week, by the Hon. Morrison Foster. Mr. Morrison, after reviewing the history of the supremacy of Great Britain in the coal markets of the world, said:

"Great Britain has only 12,000 square miles of coal territory; the United States 192,000 square miles of coal territory. The Pittsburg district alone has 14,000 square miles. The total production of coal in the United States, in tons of 2,000 pounds, is shown in the following table:

	Bituminous.	Anthracite.	Total.
1880.....	42,831,758	28,649,811	71,481,569
1899.....	193,321,987	60,418,005	253,739,992
Pennsylvania—			
	Bituminous.	Anthracite.	Total.
1899.....	74,150,175	60,418,005	134,568,180

"The world, in 1899: 797,062,775 tons; United States, 253,739,992; Great Britain, 246,405,520; Pittsburg district, 22,784,206.

"The English operator, besides paying a heavy royalty to the titled and privileged lord of the soil, must spend \$300,000 to \$500,000 and descend by shaft to the profound depths of 2,500, to 3,000 feet, there to wrestle with thin veins one and one-half or two feet thick, and costing him 70 cents a ton more at the pit mouth than ours.

"We have a visible supply, which for one hundred years can be reached by drifts. We will before long have improvements by which it can be transported, daily and regularly, to the seaboard at a cost of less than \$1 per ton, while the mining expenses will not be over 80 cents per ton.

"The Pittsburg seam is from five to eight feet thick. The coal is of the best bituminous quality for the generation of steam, the manufacture of gas, the manufacture of coke, and for household use; besides its physical structure is such that it stands the handling and transportation to market without its value being appreciably impaired by crushing.

"It is transported from Pittsburg to New Orleans, 2,000 miles, for 95 cents per ton, which also includes the cost of the return to the mines of the empty craft; less than one-half mill per ton per mile, the cheapest transportation in the world."

PERTINENT PARAGRAPHS.

Taken from the COAL MAN'S ADVERTISING ASSISTER.

The synonym of the word business is advertising.

* * *

Good advertising means revenue; poor advertising expense.

* * *

The more conspicuous a poor coal advertisement the worse it looks.

* * *

You must "keep on advertising" if you would keep on "filling orders."

* * *

The first insertion is no criterion as to the pulling powers of any publication.

* * *

The popular newspaper is one of the most potent if not the most potent, advertising medium of the day for the retail coal dealer.

* * *

Don't expect the advertising to do it all. Look out for your business methods and the way you handle customers.

* * *

The retail coal dealer should always remember that the public will never know he has coal to sell unless he advertises the fact.

* * *

The progressive advertiser of coal who is looking for new business thinks not of what he did yesterday, but what he is going to do tomorrow.

* * *

Advertising is one of the legitimate necessary expenses of business, and should be met the same as insurance, rent, taxes or the payment of salaries.

* * *

A coal man never realizes what a poor advertiser he is until he sees his enterprising competitor's handiwork, which sells coal as easy as his doesn't.

* * *

Who are you trying to please with your advertisement, your possible customer or yourself? Remember you are trying to reach the coal purchaser, not the seller.

* * *

The large advertisement that costs ten times as much as the small is likely to give twenty times the amount of returns, providing, of course, the right advertisement occupies the space.

* * *

Advertising should not be expected to work miracles. It will not make a poorly managed business pay. It is not a substitute for careful buying, cash discounts, wise arrangements or effective organization.

* * *

The dealer who tells in his advertisements the kind of coal he has to sell, why it is good and just how and why he is able to make low prices (if he is able) is the man who is going to get the business.

* * *

It is a curious fact that many of the men who can tell the good points of their coal orally, fail utterly when they try to put their argument on paper. The fact is against all logic, but that it is a fact few will deny.

* * *

The advertiser has a continuous source of valuable information in the letters received from his customers. The advertiser who does not make such use of his correspondence is not making the best use of his advertising.

* * *

You must have as good a coal as your competitor and be able to sell it just as cheap. Organize your business so as to secure the best that is going for the money; buy in the best market. Get your cash discounts and all other advantages and then advertise.

* * *

Advertising undoubtedly takes away the business from those who do not advertise and gives it to those who do, and those who have succeeded best, growing day by day, have been those who have been the most persistent advertisers, in season and out of season.

* * *

The first order for coal which comes in response to advertising ought to be the little end of a wedge. It ought to result in a long line of increasing business. Cordiality and courtesousness and promptness cost nothing, and they are worth as much to a coal man as advertising as anything else.

* * *

Advertising must be done as sensibly and carefully as any other part of a business. Nothing is more disappointing than careless, neglected, half-done advertising. It is extremely unreasonable to give less attention to the advertising than to any other department of a business, and yet expect the biggest results of all from it.

* * *

Some dealers assert that they are very often bothered by inquiries as to the special properties of their coal. To the energetic coal man answering questions should not prove irksome. Do not consider any query too trivial to answer promptly. You may know a lot about your own coal, but how is the other fellow to know unless you tell him?

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

Denison, Tex., dealers report a shortage of coal and stocks are almost exhausted.

* * *

Luehrman, Kopplin & Co. is a recently incorporated firm of retail coal dealers at Altamont, N. Y.

* * *

The Hope Ice & Coal Co., Little Rock, has been recently incorporated, with a capital stock of \$50,000.

* * *

Lorain, Ohio, dealers are getting \$6.50 per ton for anthracite, as compared with 6.25 at this time last year.

* * *

C. D. Wilson & Co., Carthage, Mo., has purchased the retail coal business of Orchard & Keltner, of that city.

* * *

The firm of Cunningham & Aldrich, dealers in coal and wood, at Muskegon, Mich., has been dissolved by mutual consent, E. H. Cunningham continuing the business.

* * *

Mr. John Smiley has opened a retail coal yard on Cherry street, Findlay, Ohio, and reports plenty of orders, which speaks well for the business ability of this addition to the retail trade of Findlay.

* * *

The October 15 issue of the Coal Man's Advertising Assister, Chicago, is worth a shilling of any coal dealer's money who is interested in devising new ways and methods of advertising his coal.

* * *

Grand Rapids, Mich., dealers have advanced the price of coal of all grades 25 cents per ton. The prices now are: Anthracite, egg, stove and nut, \$7.50; anthracite grate, \$7.25; smokeless, \$5.50; Jackson Hill, \$5.25; block wood, \$2.35. All of these prices are subject to a 5 per cent discount for cash.

* * *

A Pittston, Pa., correspondent, writing under date of November 9, says: Announcement has been made of the coal companies advancing the price of coal to the retail trade in this vicinity, and it will afford them gains that will offset the advance given to their employes. Heretofore two prices prevailed, the companies' employes being given a lower rate, but with the new schedule adopted the prices will be general. The prices will take effect today. The Pennsylvania Coal Co. has taken no action in the matter yet, its prices remaining the same. The new prices are as follows: Rice, 75 cents, increased from 45 cents; buckwheat, \$1.50, increased from 75 cents; stove, egg and chestnut, \$3, increased from \$2.65; pea, \$2.25, increased from \$1.65. The above prices are for a gross ton, 2,240 pounds, at the chutes. Adding 50 cents to any of the figures gives the price of the ton delivered.

* * *

A Mansfield, Ohio, correspondent writes: The bids for the county coal contract have been opened and, by unanimous resolution of the commissioners, Rusk Bros. & Geyer were awarded the contract for furnishing Silver Creek Massillon screened lump, to be delivered to the county jail and court house as needed, at \$2.59 per ton. There were eight bidders, as follows: J. F. Jones, Perrysville, Massillon, \$3.10; F. Shafer, Bellville, Massillon, \$2.89; run of mine, \$2.65; F. Earl Long, Mansfield, Massillon, \$3.04; Summerdale, \$2.65; Davis, \$2.85; M. L. Branyan & Bro., Massillon, \$3.35; Davis, \$3.25; Hocking, \$3.10; H. G. Herring, Massillon, \$2.90; Hocking, \$2.65; run of mine, \$2.70; Rusk Bros. & Geyer, Turkey Foot, Massillon, \$2.89; Silver Creek, \$2.59; Pollock Massillon, \$3.30; Minglewood, \$3.25; Englewood, \$3.25; Hocking, \$2.60; Shawnee, \$2.55; Montana, \$2.74; Voegel Bros., Massillon, \$3.32; Hocking, \$2.90; Upson Bros., Shawnee, \$2.49.

THE OUTLOOK IN THE COAL TRADE OF ENGLAND.

The London Daily Graphic publishes the following rather interesting report of a meeting of coal mining engineers, which should afford our Eastern readers in the export trade some satisfaction: "At the thirty-third annual meeting of the South Staffordshire and East Worcestershire Institute of Mining Engineers, Mr. F. G. Meacham, the president, in his address, said the question of how long the high prices would last was difficult to answer in any precise manner. It was certain, however, that the time was coming when, by force of circumstances, coal would fetch a higher price even under normal conditions. To mine at great depths, in addition to the initial expense of sinking, etc., costs very much more than shallow mining. The dead charges were heavier, the cost of timbering was doubled, and in some instances trebled. The breaking down of roads was greater, to say nothing of the new state of affairs by fires in mines over 600 yards deep. All this would so materially increase the cost of production that an era of high prices must certainly be permanent. When such a time was reached an impulse would be given to the search for a substitute for coal as a fuel for all uses. As high prices became general, smoke prevention and utilization of gaseous products no doubt would meet with some success, and would to some extent limit the demand for coal. Even so, it would be better for coal owners to maintain fair prices, or the result would only be a diseased and unhealthy condition of things, and an exhaustion of estates without a remunerative return. So far as foreign competition is concerned, transport would be in future the dominating factor, and if our miners did not increase the price of labor abroad they must be reduced to the same wages, plus cost of transit, or lose the trade of the country and starve."

WESTERN COAL AND COKE NOTES:

A fifty-inch vein of fine coal has been struck six and one-half miles south of Saginaw, Mich.

The product of the mines of the Lewistown Coal Co., Lewistown, Mont., gives much satisfaction to consumers.

Excellent Cannel coal is being mined by the Union Mining Co., near Grand Mound, within shipping distance of Olympia, Wash.

The Illinois Central railroad, at Champaign, Ill., has now some 5,000 tons of lump coal piled upon the ground, for use this winter.

It is reported that the Southern Indiana railroad will build a seven-mile spur to Jackson Hill, reaching one of the best coal mines in that state.

A new Illinois corporation is the New Moon Mining Co., Du Quoin, Ill., with a capital of \$5,000, to mine coal. Directors, J. Howell, T. Jones, J. H. Howell, all of Du Quoin.

Marinette, Wis., is rapidly pushing to the front as an important distributing point for anthracite and bituminous coal, and, up to November 1, the amount aggregated 20,000 tons.

The new shaft of the Jasper County Coal Co., at Colfax, Iowa, is down about 100 feet of the 140 feet required to reach the coal, and prospects are excellent for a busy season for the next six months.

The Red Lodge (Mont.) Picket says: "The increased output of coal in the Rocky Fork mine and the consequent increase in the force is manifested by the number of trains that leave daily laden with black diamonds."

Deposits and veins of coal have been discovered in several localities in eastern Oregon, some of which is of a very good quality. In the neighborhood of Auburn a fair quality was uncovered last year. Other veins have been found east of that city.

The Sweetwater coal mines, at Rock Springs, Wyo., have been sold to the Central Coal & Coke Co., Kansas City. The output averages about 2,000 tons a day, and some 600 men are employed. The general manager of the property is G. W. McGrath, Omaha, Neb.

A new California corporation is the Cardiff Coal & Oil Co., principal place of business, Santa Cruz; directors, R. L. Cardiff, J. M. Thro, G. A. Deiter, W. C. Hoffman, F. L. Stevens, all of Santa Cruz; capital stock, \$250,000; subscribed, \$126,200.

About four miles south of Prairie City, Ore., there has been discovered some fine lignite coal. It burns freely, leaving very little residuum. This coal is attracting much attention from railroad men and promises to be a great addition to the resources of the John Day valley.

It is estimated that the supply of anthracite coal on hand at the head of the lakes does not exceed 275,000 tons, while the amount of bituminous is in the neighborhood of 1,500,000 tons. As navigation will soon close, the outlook for a heavy coal business for the all-rail lines is very bright.

The construction of the briquette coal factory, at Stockton, Cal., is proceeding rapidly and is about ready for the installation of the machinery. The Tesla Coal Co., which is erecting the factory, counts upon the new product finding immediate favor in the markets of the state as a kitchen fuel.

The hoisting engineers of the coal mines in Indiana went on strike Tuesday, November 13, because the operators refused to sign the scale presented, and which is the same as paid in Illinois. It will be remembered that the Indiana operators did not attend the meeting at Danville, Ill., November 2, when the scale, or rate of wages, was fixed.

New Missouri corporations are the Brinkley Coal Co., Kansas City, mining and selling coal; capital, \$3,000; incorporators, V. M. Murphey, D. A. Ridgway, F. Brinkley, all of Kansas City; also the Fowler Coal & Mining Co., Richmond, general mining business; capital, \$7,000; incorporators, A. M. Fowler, B. Mackin, A. W. Wilson, J. L. Farris Jr., all of Richmond.

A letter from Terre Haute, Ind., says, in regard to the strike of the hoisting engineers: "The miners want the engineers to continue at work at the old rate of wages until the interstate joint conference, in January, promising to have all mine labor wage contracts made for a concurrent year. The United Mine Workers also want the engineers to consent to be absorbed by the older and bigger organization. It is believed they will succeed in both purposes. The operators explain that those who have signed the new scale operate small mines and that the new scale of wages does not call for an advance for engineers at such mines."

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TONS

DAILY.

HURRICANE
COAL

SOLE

PROPRIETORS

HURRICANE

COAL.

TRADE MARK.

A 600 ton daily capacity Luhlrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

The Pittsburgh & Ohio Coal Co., Bellaire, is making large shipments to Cleveland.

At Jackson, Ohio, D. H. Whetsel is mining a 30-inch vein of good-quality coal.

The Enterprise Coal Co., of Casselman, Pa., has commenced the shipment of coal from their new mine.

Martin Bros. have discovered a vein of fine coal 26 inches thick on their land in Scioto township, near Massillon, Ohio.

The Massillon Pigeon Run Coal Co., Cleveland, Ohio, has been incorporated with a capital of \$30,000. It will mine, ship and sell coal.

Coal operators in the Pittsburgh bituminous district regard the outlook for the coming year as one of the best that has ever been experienced.

New developments and great improvements have been made at the Girard Colliery, Shamokin, Pa., by Mr. Charles Jasper, the new superintendent.

Perce Smith and George Eberhardt have sold their coal mine at New-man, near Massillon, Ohio, to a Cleveland firm, for \$6,000, and possession has been given.

Mutual Coal Co., of Pittsburg, has been incorporated with a capital of \$10,000; directors, Harry B. Rhine, Avalon; Ross Lynn, Allan C. Strickland, Byron C. Hovis and Clarence W. Scheck, of Pittsburg.

According to the Cincinnati Commercial-Tribune, Chesapeake & Ohio officials say: "We are confident we can export coal to Europe or Asia and compete with foreign coal companies on their own ground."

The Berwind-White Coal Mining Co., near Johnstown, is opening three new mines in their Windber coal field, increasing the output about 200 cars a day. A branch of the Pennsylvania railroad is being built to the new mines.

It is stated that very shortly much of the Beech Creek soft coal that now goes to the Philadelphia & Reading will be diverted to the Fall Brook, and that the New York Central is arranging a direct route from the Clearfield region to the Atlantic seaboard that will be made up entirely of its own lines.

It is stated that the Consolidation Coal Co., of Maryland, has purchased 10,000 acres of coal land near Coal Run, Pa. The company will run a branch line from a point near Hyndman, on the Pittsburg division, Baltimore & Ohio railroad, to the new coal field, the length of the road to be fourteen miles, which will make a saving of about fifty miles in hauling the coal to tidewater.

An immense coal deal, covering territory around Mendon, is said to be pending. Peter Tarr, of Scottdale and William Johnston, of Carnegie, have secured options on about 50,000 acres of the Freeport vein in that section, at an average price of \$35 per acre, and the farmers in that region are rather jubilant over the prospect of securing their money. The total sum to be realized on the transaction at the figures named is said to be \$1,750,000.

Additional contracts were awarded yesterday by the Pittsburgh & Buffalo Coal Co., Pittsburg, for enlarging its plants at White Rock and at Canonsburg. These contracts were prepared under the direction of John H. Jones, of that company, who, according to the Pittsburgh Post, states that "the total investment will amount to over \$700,000. This includes the enlargement of our brick works at White Rock, which now employs between 400 and 500 men, and which will, when completed, employ between 1,000 and 1,200 men. At Cannonburg the increase will be from about 80 to about 600 men."

The New York Sun says: "The Ontario & Western railroad has been earnest in its opposition to the proposed new coal railroad through the Delaware valley to Kingston on the Hudson. This project is backed by the Pennsylvania Coal Company and was originally designed to benefit the independent coal operators. President Fowler and his associates in the Ontario & Western management have interfered with the prospective traffic resources of the new company by purchasing the collieries of ten independent coal companies, and also the control of the Mount Pleasant Coal Co., at Scranton, Pa."

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Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

Newport News, Va., during October, passed 257,000 tons of coal over her trestles.

John B. Randall, Montevallo, Ala., has been elected general manager of the Montevallo Coal and Railway Co., at Dogwood.

The coal discovered on the land of M. L. Morrison, of Chattanooga, Tenn., at Walden's ridge, is valuable and it is being developed.

Last week the British steamship, Knight Errant, loaded 10,000 tons of Pocahontas coal at Lambert's Point, which she will take to Manila for the British government.

J. J. Ranking & Co., Pittsburg, Pa., have bought 7,500 acres of coal land on Booth's creek, in Monongahelia county, West Virginia. This is the famous Freeport vein.

The torpedo boat Stockton, built at Trigg's, Richmond, Va., has coaled at Cape Charles with "Pocahontas," for her trial trip over the United States official course in Chesapeake bay.

The Baltimore (Md.) News says: "The Consolidation Coal Co. has bought 10,000 acres of land in the Myersdale region, lying a few miles above their present holdings in Maryland."

The Missouri Pacific-Iron Mountain systems have just awarded a contract for 1,000 coal cars to the American Car & Foundry Co., of St. Louis. The cars are to be 36 feet in length and have a capacity of 60,000 pounds each.

The lease of the Tidewater Coal Mines, at Tuscaloosa, Ala., has been purchased from Mr. Moore by John and J. W. Kelly, of Texarkana, Ark., and the mines will be further developed. The new lessees will mine the lower seam of coal and will otherwise increase the output.

The Interstate Coal Co., Clarksburg, W. Va., capital stock \$100,000, has organized by electing the following officers: President, James T. Blair; vice-president, C. J. Achre; secretary, Paul H. Graff; treasurer, Andrew Davis; general manager, Samuel Kinsey. Directors: Andrew Davis, C. J. Achre, E. S. Templeton, Paul H. Graff, Dr. M. H. Fetzer, Greenville; Samuel Kinsey, Clarksburg, W. Va.

The Alabama coal market is in a strong, active condition. It is particularly active just now, owing to the low stage of the Ohio river, which prevents a run of coal from Pittsburg. There is usually a plenty of water at this season of the year, but the Pennsylvania shippers have not been able to get any barges out recently. There are over a million tons loaded at Pittsburg waiting for the rise in the Ohio.

The Scranton Splint Coal Co. and the Paint Creek Coal Co. are two new West Virginia corporations, with capital stock of \$75,000 each, officered by Scranton, Pa., men, and the stock practically owned by them. The companies have leased 2,500 acres of coal land at Digo, about 15 miles from Charleston, underlaid with an eight-foot and an eleven-foot vein of coal. Everything will be of modern construction.

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H. B. Sackett's Coal Appliances.



Fig. 12



Fig. 2

Fig. No. 2 represents a box stand supporting a car Screen for screening on the ground. It also shows position of car Screen and holder when the Screen is turned up out of the way of wagon and not in use.

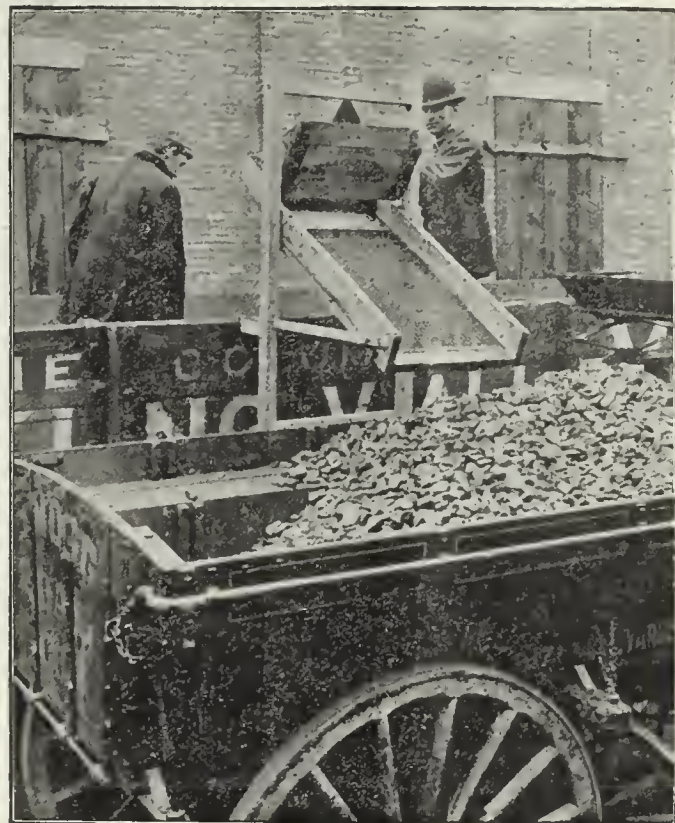


Fig. 5

Fig. No. 5. Screening coal from gondola cars into wagons.



Fig. 6

Fig. No. 6. Screening coal from cars into bags in wagons. The automatic baggers will fit any of our improved Screens.

Fig. No. 3. Same as figure 2 except an Automatic Bagger is attached to the Screen, and the box is supplied with adjustable legs, which elevates it 15 inches, and adapts it to screen coal into bags on the ground.



Fig. 3

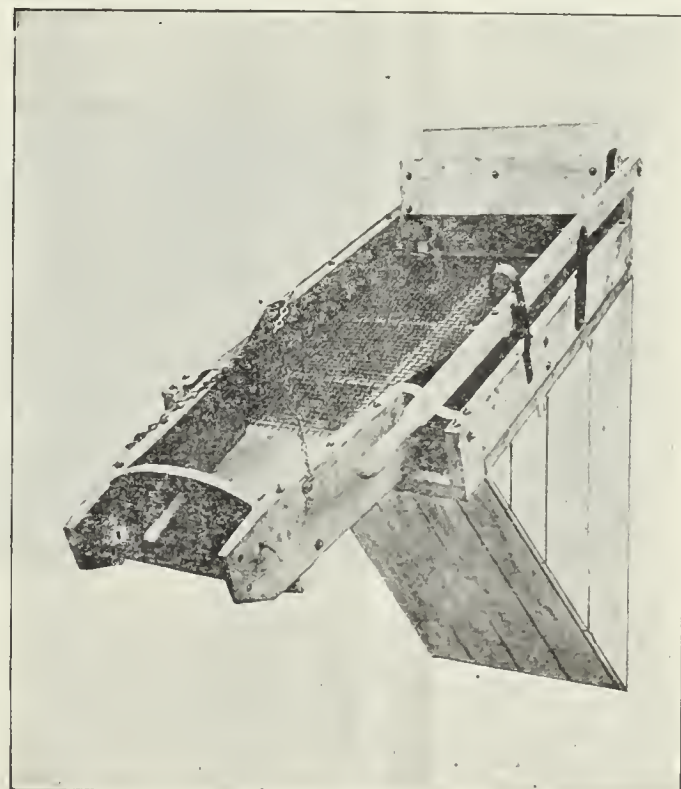


Fig. 7

Fig. No. 7 represents the pocket Screen and appliances which adapts it to perform the functions of a gate or cut-off, Screen, Chute and Bagger. It is adapted to screen bulk coal into wagons as well as to screen coal into bags in wagon. It may be seen in use at O. S. Richardson & Co.'s dock at Division and Halsted Streets, Chicago.

A pocket Screen with a fixed incline is not adapted to give satisfactory results in screening all conditions of coal that may be run through a pocket. All of the improved pocket Screens are constructed in such manner that they may be quickly adjusted to any incline. These appliances afford perfect control over the feed. The coal is spread before it strikes the Screen and engages the entire Screen surface whether the feed be gauged to 400 lbs. per minute or up to full capacity of the Screen.

Fig. No. 4 shows process of screening coal from box cars into wagons. The driver, helps the shoveler to load, driving the team forward as the wagon fills instead of spending most of his time in the wagon to trim or reshovel the coal, as must be done when the old time screen is used.



Fig. 4

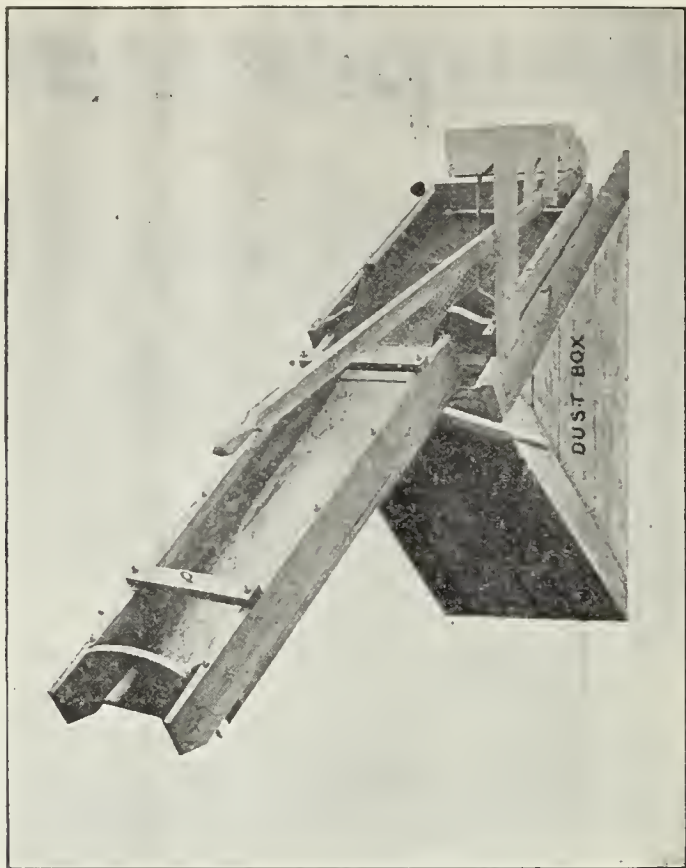


Fig. 8

Fig. No. 8. Same as figure 7, except length of chute which adapts it to deliver coal in front end of wagon. Sixteen of these Screens with Bagger attachments may be seen in use at O. S. Richardson & Co.'s Elston Avenue dock, Chicago.



Fig. 9

Fig. No. 9 shows process of screening coal from pocket screens into bags in wagons. Twenty-one of these Screens with Bagger attachments may be seen in use at The Mogg Coal Co.'s yard at 4230 State Street, Chicago. One of the company's customers, E. L. Wright, who delivers most of his coal in bags, has been timed repeatedly, and has demonstrated the fact, that a man standing in a wagon can fill and load twenty bags (2000 lbs. of coal) in three and one-half minutes.



Fig. 10

Fig. No. 10 represents the Automatic Bagger attached to an old style pocket Screen with a fixed incline and without a chute, the coal being discharged directly from Screen into wagon. It will be seen that the Bagger stands on end. It leaves an opening 7x14 inches for loading bulk coal. When Bags are to be filled the Bagger may be turned down and used same as on the Improved Screen. By request, Mr. Wm. F. Maurer (Supt. of Coke Bros. & Co. Inc.), at their Bridgeport dock, timed two men represented in this cut, and reported that they filled and loaded forty-five bags (4500 lbs.) of coal in five minutes. QUERY: If one man can bag coal as quickly as another can load, is it not labor lost to bag and stack up coal in the old way and then rehandle to load? Is it not an open question that the wear and tear of the rehandled bags would be fifty per cent greater than if loaded direct from the Bagger.

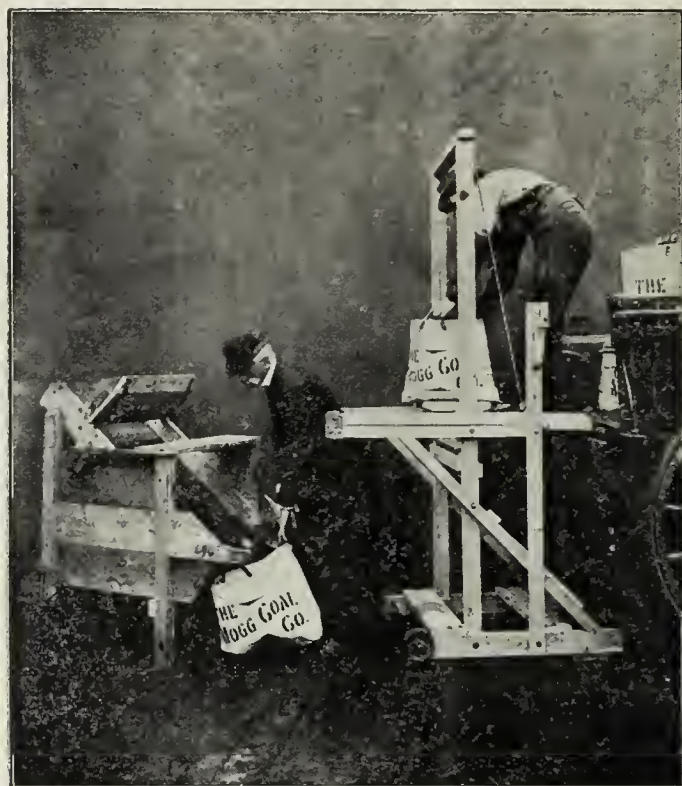


Fig. 13

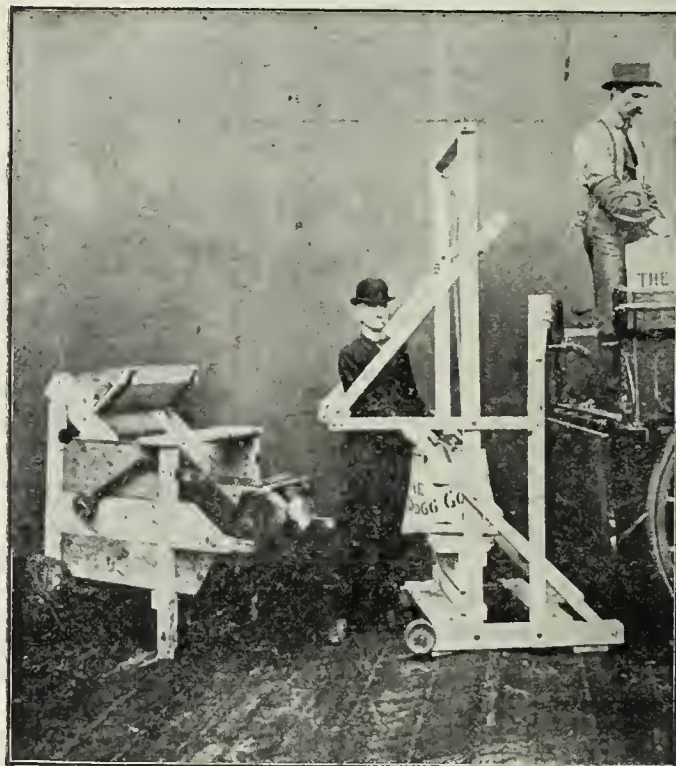


Fig. 14

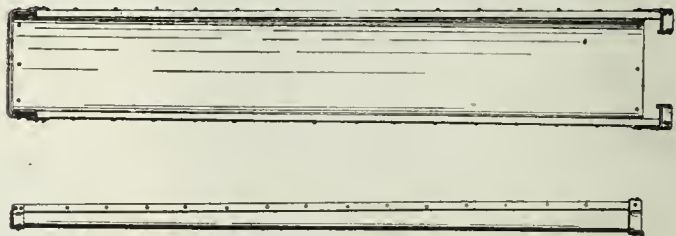


Fig. 15

Fig. 15 represents our Angle Coal Chute. It is made from galvanized or black sheet steel. It is strengthened by riveting angle iron to the end band and sides which makes it the strongest and most durable chute on the market. It is adapted to indefinite extension.

The Improved Screen and Appliances are adapted to accommodate every condition that may arise in or about a coal yard, and afford so many points of advantage over the appliances in general use, that the saving in labor will repay the cost of an outfit in a short time.

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VOL. 25. NOVEMBER 24, 1900. No. 21.

MARKET REVIEW.

The Bureau of Coal Statistics published in these offices, reports the decrease in the receipts of lake and rail anthracite coal at Chicago, from November 1, to November 10, as aggregating little short of one hundred thousand tons as compared with the same period last year; shipments from Chicago also show a large decrease.

Bituminous coal receipts at Chicago for the first ten days of November, show a decrease from West Virginia as well as from the four competitive states of Pennsylvania, Ohio, Indiana and Illinois; but the shipments from Chicago show a moderate increase.

Coke receipts at Chicago for the same period and comparison, have increased; but shipments from Chicago continue to show a decrease.

The numerous small strikes and stoppages in the anthracite coal region in Pennsylvania, while of little moment individually, yet in the aggregate affect the tonnage output considerably, and sufficiently so to be felt by the colliery owners. There has been no severe weather yet, but there have been heavy gales on the lakes, which have caused much delay to transportation lines, and snow-storms with heavy precipitation on the east and west main lines out of Pennsylvania, would make the shortage of anthracite more acutely felt. From the foregoing it will be seen that there must be, and there really is, a great shortage of coal at all large distributing points in the West, which more stormy weather will not only intensify and aggravate, but will create a further and more active demand. It is now generally conceded that at least one port on Lake Michigan, will feel the pinch of a shortage of anthracite, amounting to about 250,000 tons, and it is no exaggeration to say, that the shipments from docks and rail yards have

greatly exceeded the receipts since the settlement of the strike. It should be understood that the general demand for anthracite, is moderate only, yet it is greater than shippers can supply, and all agents are absolutely declining to entertain any new business for specified delivery, as it is utterly impossible for them to do so, as they have not got the coal and don't know when they will get it. The same may be said of contracts. For awhile, at least, all shippers will have to exercise great care and discretion in sending anthracite to old customers, otherwise some will be apt to fall short. This will be better understood when it is known that the receipts of lake and rail coal at Chicago for the year to date, are considerably over half a million tons less than there were a year ago.

Bituminous coal is in moderate to fair demand in the Western states, and while the colder temperature last week, helped the markets at all points, yet it lacked the staying quality necessary to make a clean sweep of the vast accumulation of loaded cars everywhere, so greatly in evidence. Still the soft coal trade has a much better tone than it had early in the month, and it is quite probable that the first week in December will witness a material change in the situation. It most certainly will if the weather is at all seasonable. Locally and around Chicago, and particularly north of it across the line into Wisconsin, there is every likelihood of the demand being of sufficient proportions to keep a steady stream of cars moving in that direction after the commencement of the twentieth century; the cause for which is the rapid and steady increase in manufacturing industries between Waukegan and Milwaukee, all of which have for the most part heretofore been supplied from the Cream City. Eastern coal is rather more plentiful than it has been for some time, and on certain grades of Maryland and West Virginia products, agents feel more easy because they have a little free coal for general distribution. On the whole, the soft coal situation, the length and breadth of the land, is in good shape and gives promise of greater possibilities. Export coal will undoubtedly grow, and Eastern railroads are now about ready to establish steamship lines to push American product into foreign countries. The coming year will witness giant strides in the coal trade.

Our New York representative reports that the colder weather has created a demand for anthracite which is almost unprecedented in the trade. The succeeding milder weather has, however, caused an easier feeling, for had freezing temperature continued, the producing companies would probably have found themselves embarrassed to supply the widespread demand, temporarily at least, because most of them still complain of a shortage of coal. The inadequate supply of miners and the drouth, is curtailing production to a greater extent than had been expected, which in conjunction with the scarcity of cars, will prevent the output from collieries becoming normal for some time. New York harbor trade and demand for anthracite is active and charter rates have advanced five to ten cents a ton, and boats scarce. Coal is in short supply in the far East and will be until lake ports are provided for as far as possible on account of the near approach of close of navigation. There is no large stock of anthracite of any size anywhere and prices are very firmly held on all sizes. Soft coal on the Atlantic seaboard, especially the common grades, is much easier generally, but the better qualities are still more or less scarce. The vessel shortage prevents any large amount of coal going forward to the far East, where it is required. Trade along the Sound and in New York harbor is calling for steady shipment, and the tonnage going harbor is fully up to the average for this time of the year. Export coal though quiet shows a moderate degree of regularity in shipments. Transportation from mines to tide is very irregular on all main line roads, and coal to arrive is an uncertain quantity. Car supply is bad and shippers are receiving less than 50 per cent of their wants.

Buffalo advices are that anthracite coal continues scarce, and so far two companies have done most of the shipping by water since operations were resumed at the mines. Rail business is very quiet. Shipments of coal westward by lake, aggregated 66,840 tons, distributed as follows: Duluth-Superior, 29,300 tons; Chicago, 27,400 tons; Milwaukee, 6,500 tons; Racine, 1,600 tons; Toledo, 1,000 tons; Sault-Ste. Marie, 800 tons; and 240 tons of soft coal to Port Dover; all at 30 cents, except Toledo, 25 cents. Soft coal is in strong demand with some scarcity and no full supply is looked for until navigation closes.

EASTERN OFFICE OF THE BLACK DIAMOND.
29 LIBERTY STREET, NEW YORK CITY.

NOVEMBER 21, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.75@4.00	\$4.25	\$4.50	\$4.50

STEAM SIZES.

Pea	\$ 3.00
Buckwheat	2.50
Rice	1.75@2.00

AVERAGE RETAIL PRICES.

White Ash	\$5.50@5.75
Pink Ash	5.75@6.00
Red Ash	6.25

With the first touch of winter weather, the fore part of last week, created a demand in the anthracite market that is almost unprecedented in the trade as to its general and widespread demand. The milder climate in the last day or two is looked upon as a blessing, as producers say they would otherwise have been entirely unable to cope with the situation as, under the present conditions, everybody seems to be flooded with orders. Most of the producers still complain of a shortage of coal, due to one cause or another. In some of the regions the shortage of miners since the strike, and, more recently, the drouth, is curtailing the production, while others report a shortage of cars to transport the coal, which, taken altogether, helps to intensify the situation which, under the most favorable conditions, could not supply all the present wants. Dealers at this center are making large demands and are putting in their boats ahead, wherever possible, in order to secure enough coal for their daily wants and, while no one in this territory cares to put in any stock, they have difficulty in getting what they require from day to day. The new demand and the anxiety to charter boats ahead has resulted in an advance of harbor boat rates of 5 to 10 cents a ton, and made this class of tonnage very scarce and hard to get. The far East is reported as being very short of coal, and while some cargoes are being sent forward to that territory, full shipments cannot be looked for until inland points and the Western market are better supplied. In the meantime they are working along on a hand-to-mouth existence. The bulk of the tonnage continues to go to points at the head of the lakes, and the all-rail trade, where dealers have practically no stocks put in yet, and the time for shipment via water very limited, and it is doubtful if the usual supply can be forwarded before ice makes. While one shipper may be a little better off on one size than another, the other fellow's situation may be just reversed, so that there is practically no supply of any size. This naturally keeps prices very firm and, in most instances, where buyers are pushed for the coal, are offering premiums for prompt delivery. Steam sizes are in good demand and prices are holding quite firm, excepting on No. 2 buckwheat.

In the Atlantic seaboard soft coal trade the lower grades still show an easiness that has been more or less prevalent for the last two or three weeks, but the better grades have had a setback in their car supply. They had never caught up this year, and the continuation of the short-car supply simply puts them in a hand-to-mouth condition again. At the present time it seems to be a point with them to find out the consignee who needs coal most and to give him the next cargo. The standard coals of the lower grades are holding up their prices fairly well, and the report is they have a fair demand.

Trade in the far East shows a fair demand, but it is believed that this territory is easier than the other consuming territories at the moment. There is some trouble in getting coal to these points just at this time, on account of the shortage of vessels. Trade along the Sound does not appear to be much changed from what it has been. Consumers have not caught up on the better grades of coal, and are obliged to use the next best they can get. New York harbor trade is taking about its usual proportion of coal and, though giving plenty of notice, are getting fairly prompt shipment. All-rail trade is using a large tonnage. Foreign trade is quiet, though regular shipments are going forward.

Transportation from mines to tide is very irregular on all roads, and shippers are unable to judge of just what to expect. It will run along for two or three days fairly well and then drop off for a number of days. Baltimore & Ohio shippers seem to be relieved from being tied up along their lines, while Pennsylvania has dropped off, though on neither road is the transportation up to the mark or to be depended upon. Car supply has again become very poor, working down gradually by several hundred tons a day, until at this writing a fair proportion of the shippers are receiving under 50 per cent of their requirements. This is affecting the market somewhat, the better grades feeling it exceedingly and being put in bad shape by it.

In the coastwise vessel market vessels are in very bad supply at the lower shipping ports. Indeed, it is reported that there are none there. There is, however, expected a fleet that is counted upon by shippers which has been considerably delayed by adverse winds. New York harbor boat rates have advanced 5 to 10 cents on account of the anthracite demand.

We quote current rates of freight, from Philadelphia, as follows: Boston, Salem and Portland, 80-85c; Providence, New Bedford and the Sound, 70-75c; Wareham and Portsmouth, 85c; Lynn, 90c; Newburyport, 95c-\$1.00; Saco, \$1.10-1.15 and towage; Gardiner, \$1.10 and towage; Bath and Gardiner, \$1.00-1.10. The further lower ports are hard to quote, as they vary considerably, but are thought to be from 10 to 20 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.90 on the better grades. New York harbor, \$2.50-2.75 on the cheaper grades and \$2.75-3.00 on the better grades of coal. Alongside prices, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

NOVEMBER 22, 1900.

There is very little among our necessities that is quite as scarce as hard coal, in spite of the continued mild weather. The freeze-up of last week fairly brought the retail trade down on its knees. One local dealer states that he goes the entire round of the shipping offices every day, teasing for coal. In this way he manages to keep going.

So far the Lackawanna and Lehigh companies have done most of the water shipping since the strike ended, but other companies are now edging into that business. As a rule the rail business is still more slack.

A Buffalo shipper, who has been through the West, says that he is surprised at the condition of the docks, little coal as he expected to find there. As a rule the smaller ports are pretty well cleaned out, and such big receivers as Milwaukee have only just enough to meet the local city trade.

The custom house figures show a further increase in water shipments, though it is plain that an entire recovery of business is not to take place this fall. The amount shipped this week is 66,840 tons, of which 29,300 tons went to Duluth-Superior, 27,400 tons to Chicago, 6,500 tons to Milwaukee, 1,600 tons to Racine, 1,000 tons to Toledo, 800 tons to the Sault and 240 tons (soft) to Port Dover.

There is no change in freight rates, all being uniformly 30 cents, except Lake Erie ports, which have no real rate, Toledo paying 25 cents regularly, and 30 cents to the Swan Creek dock.

Among the visitors to the Buffalo coal shipping offices this week was W. E. Besancon, of Detroit, a leading dealer of that city. Of course, he wants coal.

A. E. Hedstrom and E. C. Roberts have gone to Philadelphia on coal and other personal business.

There is no change in the firmness of the following general anthracite prices: Grate, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.75, all per gross ton on cars at Buffalo or Suspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagons, with \$1.00 additional for delivery.

Some of the letters that come in begging for hard coal are very pathetic or amusing, just as one happens to take them. One runs in this wise: "If anybody freezes to death in our town it won't be my fault. The order was in long ago. The dear people keep ordering coal, and we keep promising, for if we don't keep the promises we can make more, which keep them hot under the collar at least."

There is a good, stiff demand for soft coal this fall, with now and then an easy week. On the whole, the consumption has been larger than it was expected to be, which speaks well for business generally. Most of the trade here is short of coal, but manage to keep along somehow. A full supply will hardly be had now till the lakes close.

Some surplus of slack is noted, but this is common now and is quite welcome to everybody, as it is reflected that the production of slack is always small in winter, and there ought to be a good lot of it on hand now.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars; steamboat fuel, \$2.80, delivered on board.

The collapse of the old coal dock, formerly used by H. K. Wick & Co. for harbor fueling, is a great calamity, especially as there was loss of life with it. The dock has been used this season by Pickands, Mather & Co. for stocking iron ore as well as fueling. The ore was laid on too heavy, and it has gone down into the ground, displacing everything about it with a rush.

CINCINNATI, O.

NOVEMBER 22, 1900.

The news of a rise in the Ohio river at Pittsburg is having considerable effect upon the local market. Up to this date nobody seems to know how much coal will be marketed from Pittsburg and the Kanawha districts, and the resulting effect cannot be fully known until later. The river dealers upon the receipt of the information that there will be a shipment by river canceled a lot of orders for rail coal. In the retail trade the people always look for a reduction in the price when there is a run of coal, and it remains to be seen whether or not the dealers will make a further reduction in the retail price. Railroad men say that they have all the business they can take care of at present at fair prices, and the general scarcity of cars is the only drawback in the trade just now. Rail lump is quoted at from \$2.30 to \$2.50 a ton on tracks here, and nut and slack is worth \$1.50 to \$1.75 wholesale. All kinds of soft coal sell for \$2.75 to \$3.00 a ton delivered in the city proper and \$3.00 to \$3.25 a ton on the hills and in the suburbs. Anthracite is now sold at \$7.00 and \$7.50 a ton delivered, and gas coke is worth 9 and 10 cents a bushel delivered.

SAN FRANCISCO, CAL.

NOVEMBER 17, 1900.

During the week there have been eleven coal arrivals from Washington with 24,080 tons; five from British Columbia, 16,260 tons; one from Coos Bay, 700 tons; one from Australia, 2,500 tons; one from Swansea, 1,427 tons; total, 44,967 tons. Last week's deliveries were only 10,470 tons, hence we were sadly in need of the generous arrivals this week, which regulates our requirements to date. The actual amount absolutely called for approximates to 30,000 tons weekly. Of course there are certain months in the year when our needs call for less, but this is about the average weekly amount consumed during the year. Foreign cargoes are becoming exceptional, and will continue to be so indefinitely, as British journals are advocating an export duty so as to minimize shipments, and Australian collieries have orders booked carrying them into the middle of 1901. The delay at the Wallsend colliery now is four months after vessel reports herself ready to receive, and this colliery's entire output for the next twelve months has been already contracted for, but little of it now comes here. Our market at present is entirely swayed by the coast mines, and quotations are regulated solely by them. The output of fuel oil is still increasing, and next year will be a potent factor in establishing fuel values. Wells are now being sunk at San Pablo, with very promising prospects. This is very contiguous to consumers.

CHICAGO MARKET.

At the current rate of receipts at Chicago of anthracite coal by lake, it is quite certain that the docks will be in very poor shape in which to enter the season of winter, which may now be said to have commenced in real earnest. With barely two weeks of navigation under the protection of insurance, cargoes of coal should be in much greater evidence. There is still considerable coal to come west, not only to ports on Lake Michigan, but also to those on Lake Superior as well, and in the event of a scarcity of coal or vessels developing at Buffalo and other Lake Erie points, Superior ports would assuredly have the preference, notwithstanding the fact that the anthracite needed here is required for present consumption, whereas at the upper lake it is wanted for the future. Regardless of the fact that the anthracite mines are being worked on full time, the output is not nearly as large as it should be, as many of them are being operated with reduced forces, because numbers of men wandered off to the soft coal districts and elsewhere.

Anthracite continues in good inquiry and demand at wholesale, and most of the rail coal now arriving is at once reconsigned to country customers and the suburban dealers, who, in many instances, are entirely out of some sizes. Despite the tonnage coming forward by lake and rail, there is less anthracite in the city than there was a week ago, that is, the storage stock is smaller. It is clearly evident that from the meager supply of all-rail coal, car scarcity is going to be a prominent feature in the very near future, and shippers may yet be subject to serious annoyance ere real winter weather sets in. The shortage of small egg and chestnut is not quite so conspicuous as it was earlier in the month. It is very certain that many customers who are now receiving anthracite are doing so on sufferance only, because, when urged, late in the summer, to take the coal they had bought, kept delaying orders for delivery until the strike came, when, of course, they wanted their coal. The recent crisis may prove beneficial in many ways, educationally, to the ordinary dealer who, too frequently, gives less thought or attention to the suggestions or advice of shippers. Prices, both wholesale and retail, are firm at circular.

Bituminous coal of Eastern production is in an easier condition than it has been for many months, yet, at the same time it cannot, by any means, be called plentiful, though there is more free coal of various kinds and grades. As stated last week, the strike of the mine engineers in Indiana was of too short duration to affect either this or any other market to any appreciable extent. There has been a better inquiry for steam coal prospectively which, together with the increased demand for commercial coal and the advance in the season are responsible for the slight improvement. This betterment is only comparative, as the situation generally is a long way removed from firmness or healthiness. The coal produced in Indiana and Illinois is in much greater evidence than it should be, and it will take at least a week or ten days of good winter weather to make any impression on stocks on track. However, the Thanksgiving holiday, next week, with most miners, means a couple or three days' lay-off, which will materially help the market here. Quotations, so far as shown below, are, for the most part, nominal and do not represent selling prices, especially on Western coal.

Coke is slowly but steadily forging ahead, both as regards demand and price. In regard to the latter the hardening process is perceptible, and that is all. Inquiry from foundries for deliveries after the holidays is rather more than fair and the outlook better generally.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.					
ANTHRACITE COAL.		BITUMINOUS.		SMITHING AND CANNEL COAL.	
Grate.....	\$6 25	Carterville washed nut.	\$2 25	Blossburg.....	.....
Egg.....	.....	DuQuoin.....	2 50	Cumberland.....	.....
Stove.....	6 25	Wilmington.....	2 50	Piedmont.....	\$3 75
Nut.....	.....	Spring Valley.....	2 50	Lilly.....	.....
Grate from yard or dock.	6 25	Riverton, Marion.....	2 35	Soniman.....	.....
Egg, stove and nut from	.....	and similar grades.....	3 35	Birdseye Cannel.....	5 75
dock or yard.....	6 00	All Spgld. district.....	2 25	Falling Rock Cannel.....	5 75
Domestic sizes at retail..	7 00	Penwell and Pana.....	3 40	Cannelburg.....	3 35
		Alton district.....	2 25	Federal Smokeless.....	3 75
BITUMINOUS.		EASTERN COALS.		COKE.	
Brazil Block, Ind.....	2 80	Pocahontas.....	.....	Connellsville.....	4 75 @ 5 00
Sullivan county, Ind....	2 25	Maryland.....	.....	Pocahontas.....	4 75
Sullivan county, Ind.,	.....	New River.....	4 00	New River.....	5 00
nut.....	2 00	Ocean.....	.....	Fairmont.....	5 00
Island, Ind.....	2 35	Montana.....	3 30	Elk Lick.....	5 00
Island nut.....	2 00	Winifrede Splint.....	3 40	Gas House.....	4 50
Coxville, Clinton, etc....	2 00	Thacker.....	3 40	Charcoal per bushel.....	18
Hocking Valley, Ohio....	3 00	Ravmond.....	3 40	Crushed Coke.....	4 80 @ 5 25
Carterville, Ill.....	2 50	Mammoth.....	3 40		

In the immediate neighborhood of the city of Tchwartschovsk, in the Caucasus, a coal field extending over more than thirty miles has recently been discovered. The coal is said to be of a first-class quality, and a syndicate, with Prince Cantacuzene at the head, has already acquired the right of exploitation.

PHILADELPHIA, PA.

NOVEMBER 19, 1900.

The anthracite coal trade at this center is very active. Indeed, producers tell us they have more business than they can swing at the moment, and if it were not for the decidedly warmer weather in the last few days many consumers would undoubtedly be in distress for the want of coal, as there are practically no stocks on hand and with, the drouth in the mining regions and a dearth of cars to transport the coal, full shipments cannot yet be figured on. Every effort, however, is being made to rush coal forward to the most needy consumers, and, to insure a prompt return of empty cars, few cars are allowed to go off the main line roads into foreign territories, and the list of embargoes is larger at this time than usual on this account. The demand seems to come from the various consuming territories alike, though the points along the canals and at the head of the great lakes are probably harder pressed for coal, owing to the near approach of the close of navigation for the winter, and shippers are, in consequence, sending comparatively the larger proportion of the output in those directions. No doubt many of these points will have to go into the winter short of coal, and all-rail shipments should be unusually heavy during the winter. There is a shortage of all sizes, even to the steam coals, and prices as a result are very firm, while the needs of buyers are such that they cannot afford to talk price when prompt delivery is of the greatest importance. There are still some scattered strikes at the mines, but are adjusted in most cases as they come up.

The soft coal trade appears to be somewhat easier on the poorer grades and prices have shown a downward tendency during the week, though there seems to be little coal afloat at any of the tidewater shipping ports, which would make it appear as if this weakness was only temporary. No doubt the railroads are, in a great measure, responsible for the limited stocks at shipping ports, as rigid curtailment of cars have been made for some days, especially to those shippers who have few or no contracts on their books. This condition, however, is hurting the shipments of the higher grades of coal, and whereas, a few weeks ago, there were some signs of catching up on back orders, are now again away behind. Baltimore & Ohio shippers have been somewhat relieved by increased tonnage and quicker dispatch over this line, though it is not yet up to normal. Contractors who have any shoal water business on their books have been favored by open weather to get a few extra cargoes forward and, outside a few additional orders, the end of shipments to these ports are now in sight. All-rail trade continues very active, and is taking about all the coal that can be shipped it.

Transportation to tidewater is irregular and prompt arrival of coal is rather the exception at this time. Car supply is limited. In the coastwise vessel market vessels are in poor supply, being detained in the East by bad weather, and rates are slightly advanced and firm. We quote as follows: To Boston, Salem and Portland, 80-85c; Sound ports, 70-75c; Wareham, 85c; Portsmouth, 85c; Lynn, 90c; Newburyport, 95c-\$1.00; Saco, \$1.10-1.15 and towage; Gardiner, \$1.10 and towage; Bath and Bangor, \$1.00-1.10.

TACOMA, WASH.

NOVEMBER 17, 1900.

The following cargoes have been shipped from the port of Tacoma since Nov. 1, 1900: Gatherer, Nov. 3, 2,350 tons, to San Francisco; Mineola, Nov. 5, 2,000 tons, to San Francisco; Standard, Nov. 6, 2,141 tons, to Honolulu; Charles Nelson, Nov. 8, 500 tons, to San Francisco; Progresso, Nov. 9, 3,250 tons, to San Francisco.

Charter rates have fallen 10 per cent, which will probably result in increased coal shipments.

Mr. Homer H. Swaney, of McKeesport, Pa., was in the city recently looking for a location for an iron plant. He also paid a visit to the coal fields south of the city.

The Northern Pacific will increase its present facilities for handling coal and erect new electric bunkers on the waterfront north of the Commercial dock, with electric conveyors capable of loading a vessel at the rate of 150 tons per hour. Work has already commenced, and they will be ready for operation about Feb. 1, 1901. The new coal bunkers, with the additional warehouse to be erected between the Eureka and Balfour-Guthrie warehouses, will make a marked change and improvement in the business shipping facilities of the waterfront.

CONNELLVILLE, PA.

NOVEMBER 20, 1900.

The Courier says "The coke trade of the Connellsville region did not show to advantage last week. There was a tendency all over the region to slow down in production, and as the result of a four days' run at a majority of plants in the district, production fell off over 10,000 tons. This is quite a drop for one week, not being equaled for some time. However, a brisk demand seems in store for the coke men before long. All the conditions of the market point that way. Every day there is more activity in iron, the producers of which are already planning for a combination that will advance prices. Many blast furnaces are being put in shape to fire at once and few of them have much of a stock of coke on hand. The lull before this rush, therefore, cannot be taken as an indication of a weak market."

Furnace coke is quoted at \$2 and foundry coke \$2.50@3. These figures are for standard Connellsville.

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2 25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91 1/2
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

WHEELING, W. VA.

NOVEMBER 22, 1900.

The coal trade of West Virginia continues to be strong and active, with the very best outlook for the months to come between now and spring. There is today not a single field in the state that has not about all the business it needs to keep it fully employed. In the Fairmont region, every mine is working full, and more men could find employment if there were more men to be had. A scarcity of cars for handling the output is having some effect toward reducing the capacity of the field, but there is a promise that this will be rectified within a few weeks. Certain it is that the railroad is doing the very best it can for the Fairmont region, and it is contended by some other shippers that Fairmont is getting more than its share of the cars that are going.

In the West Virginia Central & Pittsburg region things are booming, and the management of the railroad is making every effort to facilitate shipments. To this end work is under way for the double tracking of a good part of the line, so that the delays which have heretofore occurred at certain points in the road where congestion is most likely will be obviated. Shipments are heavy, and steadily increasing. The export trade from this section is growing rapidly, and Senator Scott is authority for the statement that the Mediterranean trade is practically controlled by this region. The demand for coal and coke from the countries of Central and South America continues strong, and there is apparently no danger of any other region entering into active competition. Senator Scott has given a great deal of attention to the export trade of the United States, and is authority for the statement that West Virginia is the most advantageously located state in the Union for getting coal out of the country. He declares that West Virginia is now mining more coal than any state except Pennsylvania, and that it will be but a very few years till that state's record is surpassed. He has great confidence in West Virginia as a coal producing state, and believes that there is no state in the Union that can touch it. He is not an idle talker, either. He has facts and figures with which to back up the assertions he makes. His belief is largely founded upon the fine quality of the coal produced, the nearness of the state's best coal fields to the seaboard, and the diversified grades of coal found in the state.

The Short Line railroad is to begin hauling coal out of the Clarksburg region by the first of the year, or sooner. The road is all but completed from Clarksburg to New Martinsville, and will have its connections made with the Ohio River railroad within another week or two. This will give it a direct connection with the Pennsylvania system, and put a competitor of the Baltimore & Ohio into the biggest coal field of central West Virginia. While this competition is looked forward to by coal producers as likely to be of great benefit, the benefit is not expected to come so much in the way of freight rates as in increased facilities for shipping. Even though there should be no reduction in the rates to the Western markets, two railroads can furnish more cars than one, and with the rolling stock of two roads, more coal can be gotten to market at critical periods. Very often, the lack of cars just when wanted prevents the filling of rush orders that are placed elsewhere for that very reason.

In the Kanawha valley there is no change. The river is still below the point where it is of value for shipping coal, and but few of the river mines are at work. The rail mines are doing a good, strong business, and are supplying a part, at least, of the market which is lacking fuel for want of river facilities. As a consequence of this trouble the river miners in the Kanawha valley are taking great interest in the government's scheme for improving the Ohio river so as to maintain a stage of water all the year round that will put coal into Cincinnati when it is wanted. The Ohio River Improvement Convention in Cincinnati, last week, was attended by many of those interested, and they report that things are moving along satisfactorily.

In the Norfolk & Western region things are booming again, though the record of this time last year has not been reached. Other mines in West Virginia are prospering, and doing good business.

With the view of facilitating shipments of coal from points in Barbour county and along the branch, the Baltimore & Ohio is building a double-track road from Grafton to Philippi. The road has been single-track heretofore, but there has been a great increase in the offerings of freight from that section the past year, and the road is making an effort to accommodate it.

The Wheeling Steam Coal Co., a new organization, and the first shipping mines in this county, began sending out coal last Monday. The company is just beginning, but the outlook is good for heavy trade.

CARDIFF COAL DECLINES.

According to the reports on Cardiff coal, issued by Messrs. Hull, Blyth & Co., of London and Cardiff, there has been a marked decline in the prices of such coal since September, as was noted in these columns recently. The latest report, that of November 10, shows a still further decline, as will be seen from the following comparisons, the prices being quoted in United States currency:

	Sept. 28.	Nov. 10.
Best Welsh steam coal.....	\$6.60 to \$7.08	\$4.80 to \$5.16
Seconds	6.00 to 6.60	4.68 to 4.80
Thirds	5.64 to 6.00	4.32
Dry coals	5.76 to 5.88	4.68
Best Monmouthshire semi-bituminous.....	6.00 to 6.24	4.44 to 4.56
Seconds	5.52	4.32
Best small steam coal.....	3.24 to 3.48	2.40 to 2.46
Seconds	3.06 to 3.18	2.16 to 2.28
Other sorts	2.88	1.74

The above prices for Cardiff coal are all f. o. b. Cardiff, Penarth or Barry, while those for Monmouthshire descriptions are all f. o. b. Newport, exclusive of wharfage, and are for cash in thirty days less 2½ per cent discount. The report of November 10 states that prices continue weak and the market remains unchanged.

KANSAS CITY, MO.

NOVEMBER 22, 1900.

There is a marked stringency in coal output. Orders are being filled slowly. Shortage of men, shorter hours, want of cars and agitation caused by coal strike in Pennsylvania is somewhat responsible for this. There is a reported disturbance in Canon City (Col.) district, causing a declination of orders for this grade of coal. Arkansas and Indian Territory coals will advance from 25 to 50 cents per ton. Orders are being refused at advanced prices. Indications point to an upward market within the next sixty days.

Coal prices f. o. b. mines are: Cherokee, \$1.75-2.00; Rich Hill, \$1.60-1.85; Benier, \$1.60-1.85; Danforth, \$1.50-1.75; Leavenworth, \$1.75-2.00; Lexington, \$2.00; Pickering, \$2.15; Marceline, \$2.25.

BALTIMORE, MD.

NOVEMBER 20, 1900.

Vessel rates show an upward tendency. We quote, Baltimore to Bangor, \$1.05; Bath, Me., 95c; Portland, Boston and Salem, 85c; Portsmouth, N. H., 90c; New Haven, Bridgeport, Providence, Allens Point and New Bedford, 75c; Somerset, 90c; Fall River, 80c; New York, 70c; Galveston, \$1.75; Jacksonville, \$1.25; Savannah, \$1.15; Port Royal, S. C., and Charleston, \$1.25; Wilmington, N. C., \$1.00; Velasco, Tex., \$2.00; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3.00; Key West, \$3.60.

The scarcity of cars is causing anthracite buyers some uneasiness and the country trade is experiencing considerable difficulty in getting coal for their customers.

The price of bituminous is \$2.65-2.75 for Georges Creek, Cumberland, f. o. b. vessel.

PITTSBURG, PA.

NOVEMBER 20, 1900.

The cold weather and the activity in all lines of manufacturing have kept the output of the mines for the past week up to the average. Lake business has dropped to almost nothing, and, while navigation is closed officially, coal will be shipped for some time yet.

Cars are scarce and the rail concern is again falling behind in its deliveries. Nothing of importance happened at the convention, in the Irwin district, which was held on the 17th. The election of officers was the principal business before the convention and there was some discussion looking to wage adjustments to bring all districts into harmony with the interstate scale of wages.

Mr. E. Saeger, general sales agent of the Pittsburg Coal Co., has resigned on account of his health and Mr. J. M. Walsh succeeds him.

The office employes of the Pittsburg Coal Co. have formed an association on the building and loan plan and each person subscribing for as many shares of the stock as he desires, on which he pays the sum of \$1 per share a month. No officer of the company except the treasurer holds office, and already 1,000 shares of the stock of the concern has been bought on the open market. The company aids the employes to become part owners and is said to be carrying a certain amount of the stock. The company pays 50¢ for all money that it uses, belonging to its employes, and in addition furnishes the men with a bookkeeper. All dividends on the stock are paid into the treasury and whenever the amount of money, interest and dividends paid in, equals the amount paid for the stock, full paid shares will be paid to those entitled to receive the same. If any person withdraws before his stock matures, he receives the amount he has paid in less 5 per cent.

EMPLOYEES OF PITTSBURG COAL CO. AS PARTNERS.

A charter for the Pittsburg Coal Co. Employees' Association has been applied for. The association has for its object the encouragement of thrift and saving among its 25,000 employes, and is modeled after the Pennsylvania R. R. relief fund and Carnegie Co. systems.

The incorporators of the Pittsburg Association are G. W. Schluederberg, E. J. Taylor, J. E. McDonald (who will be manager of the association), W. J. Phillips and J. B. L. Hornberger. In addition the following advisory committee will act: A. W. Osborne, William McCune, J. W. Blower, N. F. Sanford, Benjamin Fereday, W. A. Dinker, S. H. Robbins, A. W. Horton, J. T. Connery and C. Dixon.

Under the rules of the association each employe will be privileged to subscribe for a certain number of shares of preferred stock, on which he agrees to make regular monthly or semi-monthly payments at the rate of not less than \$1 per month. These subscription payments are to be invested from time to time in the preferred stock, to be purchased on the open market by officers of the association at such times, under such conditions and at such prices as may be deemed advisable. Any unexpended balances are to be deposited currently with the treasurer of the Pittsburg Coal Co. These deposits will bear 5 per cent interest.

Dividends earned by stock thus purchased and interest allowed by the Pittsburg Coal Co. will constitute the earnings of the association, and will be added to the monthly payments of the subscribers until their monthly payments and the earnings to which they are entitled are equal to the average cost of the stock purchased and owned by the association. Each subscriber will then receive the number of shares he is entitled to under the subscription.

Subscribers who fall behind in monthly payments can pay at a later date, but will be charged 6 per cent interest for the delayed payments during the period of delinquency. Subscribers leaving the company will be given the full amount of their payments plus 5 per cent per annum, the association reserving the right to limit the amount appropriated for such withdrawal payments to 50 per cent of the actual cash subscription payments received by the association during the month of the withdrawal.

ON THE WING.

A pair of mine engines are offered for sale on page 650; a bargain.

Speaking of Thanksgiving, the coal trade has much to be thankful for.

Mr. E. E. Seward, secretary of the Shurtleff Co., Marengo, Ill., was a visitor in Chicago this week.

The capital stock of the Cleveland Coal Co., Ottumwa, Iowa, has been increased from \$125,000 to \$175,000.

Mr. Joseph H. Reilly sailed on the steamship Lucania on Saturday last, for England, where he will spend his honeymoon.

Mr. W. G. Towns, of Towns & Co., is on a business trip in Florida at the present time. He expects to be gone two weeks.

Mr. T. T. Bent, Oglesby, Ill., president of the Oglesby Coal Co., was in Chicago this week visiting around among the shippers.

Mr. Chas. A. Chambers, Cincinnati, Ohio, general sales agent Luhrig Coal Co., is now a member of the Coal Exchange of that city.

The Record of Media (Pa.) states: "The Delaware & Hudson Co. has voluntarily advanced the wages of its shopmen in Green Ridge 10 per cent."

On the New England railroads traffic has increased 340 per cent within the last five years, but these lines have not yet materially increased their equipment.

Colonel E. B. Atwood, chief quartermaster U. S. A., Chicago, asks sealed proposals in triplicate for 100,000 pounds of bituminous coal. See particulars on page 650 of this issue.

Mr. E. C. Weissenburg, the coal man of Winnetka, Ill., who was figuring on an assistant in his business, is the proud father of a girl baby. "If at first you don't succeed, etc."

Mr. W. L. Andrews, coal and coke agent of the Baltimore & Ohio railroad, at Youngstown, Ohio, has been appointed to the same office in relation to the Pittsburg & Western.

It may be of interest to the bond and stockholders of the New York Retail Coal Exchange that negotiations are under way to dispose of the property of this organization.

According to the McKeesport (Pa.) Herald, the miners in some of the Pittsburg bituminous districts are averaging \$90 a month for pick-mining and \$110 a month for machine mining.

The barges, Hudson and Robert Ingle Carlo, bound for Providence with 2,354 tons of coal, broke adrift last week and are thought to be lost, as nothing has been seen or heard from them since.

A new Illinois corporation is the United States Peat Fuel Co., Chicago; capital, \$120,000; to deal in peat products. Incorporators: J. Campbell Morrison, George L. Down and George W. Kiser.

The Pacific Anthracite Coal Co., Seattle, Wash., is a new corporation, with a capital stock of \$6,000,000. The incorporators are J. M. Dennett, Valley City, N. D.; E. W. Fish and R. L. Irvine, St. Cloud.

Mr. Joseph Kelly was killed at Braidwood, Ill., at 11 p. m. Thursday, Nov. 15, while alighting from a Chicago & Alton train. Mr. Kelly was proprietor of the Kelly coal mine in the Wilmington field.

In the insert last week, Nov. 17, pages 613 and 614, H. B. Sackett's coal yard appliances, the screens, etc., for bituminous coal, were omitted for lack of space, but will be shown on some future occasion.

Sir James Joicey, the British coal king, has an income of about \$5,000,000 a year, and is one of the wealthiest men in parliament. He began his business life as a clerk in Newcastle, earning \$5 a week at that time.

A new coal company is being organized at Decatur, Ill., to sink one or more shafts, mine and ship coal, for which already some \$75,000 has been pledged. The plan has been to raise \$100,000 and commence operations.

Mr. J. S. Wylie, Davenport, Iowa, president of the Marquette Third Vein Coal Co., producers of fine quality steam and domestic coal, was a visitor in Chicago the other day, and called upon friends in the coal trade.

Mr. Malcolm J. Baxter, vice-president of the new Central Coal Co., has been appointed inspector of rifle practice, with the rank of first lieutenant, on the staff of the colonel commanding the Eighth Regiment, N. G. S. N. Y.

The cargo of coal of the British ship Honolulu, bound from Norfolk for Manila, which put into Rio Janeiro some days ago, with cargo heated, is being discharged as rapidly as possible. It was thought that part of the cargo was on fire.

Another five-masted schooner, the Louise B. Crary, was launched this week at Bath, Me. Her dimensions are: Keel, 250 feet, and beam, 46 feet, while the length of each of her masts are 115 feet. Her gross tonnage is 2,331, and net tonnage 1,998.

The Pennsylvania R. R. Co. placed orders last week for 3,000 pressed steel hopper coal cars of 100,000 pounds capacity with the Pressed Steel Car Co. of Pittsburg, which, with other orders for 2,400 box and flats, make 5,400 freight cars since Nov. 1.

New coal piers are projected for Newport News, Va., by Chesapeake & Ohio and Pennsylvania railroad officials. It is said that an effort is to be made to furnish coal to foreign consumers even cheaper than the present rates, so that even the Welsh coal abroad cannot be furnished cheaper.

Mr. T. J. O'Gara, president of O'Gara, King & Co., Western Union building, Chicago, says that their business, in spite of the mildness of the weather, is most satisfactory and that their tonnage shows an increase over last year. O'Gara, King & Co., are among the largest shippers and producers of the Northwest.

The Macomber & Whyte Co., 19 and 21 South Canal street, Chicago, who carry a large stock of wire rope for hoisting and haulage purposes, have just been awarded the contract for a wire haulage rope system for coal mines in Iowa. The firm is United States agent for Stephen Humble's patent safety hooks for cages for mining shafts.

A meeting of stockholders of the Ludlow-Saylor Wire Co. will be held at the office of the company, at Fourth and Elm streets, St. Louis, Mo., on Wednesday, January 23, 1901, for the purpose of considering, acting and voting on a proposition to increase the capital stock from \$100,000 to \$400,000. This is an expansion of business which is most gratifying.

According to the Philadelphia Inquirer, General Manager Henderson, of the Philadelphia & Reading Coal & Iron Co., says: "The supply of coal from the company's thirty-nine collieries was inadequate to fill the orders on hand, and that when the lake traffic closed for the season the company's storage yards at Buffalo would be at least 200,000 tons short."

The manufacturers of Muncie, Ind., are greatly alarmed at the failure of the gas supply and are asking cheap coal rates on the railroads from the Indiana coal fields. President Ingalls, of the Big Four, offers to bring coal to that city at almost cost prices. Hundreds of private gas wells are now worthless holes. A conference was held at the Commercial Club of Muncie.

Another effort, it is understood, is to be made by the French Line to start a line between Philadelphia and Marseilles. The new service, it is expected, will be begun about the first of next year, and will be used chiefly for carrying freight. It is thought that these steamers will be used to carry the bituminous coal that has been bought in this country for French manufacturers.

Mr. Emil G. Harz died Friday, Nov. 16, 1900, at his home, 502 Dearborn street, Chicago, aged 49 years. Mr. Harz was senior member of the coal firm of E. G. Harz & Co., and was well known in the trade. He was a member of the Germania Mannerchor, Chicago, Turngemeinde, and Covenant Masonic lodge. He was a widower, and leaves one daughter, aged 23 years.

The Tweedie Trading Co., of New York, made a contract for Newcastle (England) coal for shipment to their trade in South America. This is a high-grade gas coal, and, with the advantage this coal has in ocean rates from there over the American products to South America, they expect to handle quite a tonnage, especially as the f. o. b. price is lower than that of the West Virginia coals.

Modern Culture for December, 1900, is replete with good things for the advanced reader, among which may be mentioned the "Chinese Empire and the Powers," by Admiral F. A. Roe, U. S. N.; "Madonna Mary," a sketch of early Christian art, by N. Hudson Moore. And the usual departments are excellent—Education, Art Notes, Around the Table, etc. Published in the Caxton building, Cleveland, Ohio.

A big coal mine is to be opened on the Carbon river, thirty-seven miles from Tacoma, Wash., and three miles from the town of Carbonado. The land is owned by the Northwestern Improvement Co., successor to the Northern Pacific Coal Co., and work will be pushed. New bunkers will be built at Tacoma simultaneously with the development of the coal, and rail shipments will be made by March 1, 1901.

The attention of coal dealers and our readers generally is called to the yellow insert-facing editorial page, advertising the purity and quality of "Big Vein Piedmont" Smithing Coal. It would appear that this very superior coal is so good that some unscrupulous dealers handling an inferior product dispose of it as the genuine "Big Vein Piedmont."

Mr. C. J. Wittenberg purchased for cash, last week, the two Acme mines in Pennsylvania, formerly operated by the Coaldale Mining Co. He also bought the adjoining land, which belonged to the Perry Jones estate. The property consists of over 1,000 acres. The mines are fully equipped, and produce a high-grade steam coal. Some twenty-five houses, two stores, etc., go with the purchase. Mr. Wittenberg took possession at once.

In a recent test of the capacity of an engine on the Chicago & Alton R. R. in Illinois it hauled a coal train of eighty-one cars, each loaded with fifty tons of coal, over a steep grade. It was the longest string ever pulled in the history of the road, and equaled, it is believed, on very few other roads. It is proposed to reduce the grade mentioned, and the officials wished to determine in advance what the power is of the class of engines employed.

A letter from Norfolk, Va., says: "The French navy may adopt American coal. The fleet under Admiral Ricard, which is now in Hampton roads, is taking aboard a couple of thousand tons of Pocahontas coal for experimental purposes. Some months ago also a trial cargo was sent hence to the French admiralty. While the navy would not adopt the product of American mines exclusively, it will be used, if satisfactory, on the Atlantic station.

The recent tie up on the line of the Baltimore & Ohio, which affected all shippers alike, has resulted in the railroad making all their shippers prepay the freight to tidewater shipping ports and to name the consignee of the coal and the vessel into which it is to be loaded. This will prevent the accumulation of coal at tide by irresponsible shippers for speculation purposes and give the regular producer a chance to get his coal through with better dispatch.

The Tesla Coal Co.'s briquette factory, at Stockton, Cal., is about completed, the machinery is being installed, and it is expected that it will be in operation by December 1. Mr. H. H. Griffiths, general manager of the company says: "These briquettes have no superior on the coast as a kitchen fuel. They are clean and convenient to handle, are of uniform size, burn readily, and make a hot, lasting fire. For burning in the grate they can't be beaten."

Mr. J. H. Bowden, Wilkesbarre, Pa., died at Meadville, November 16. He was one of the best-known mining experts in that region, and an authority on many matters pertaining to his business. He had been for many years chief engineer of the Susquehanna Coal Co., and was one of the most trusted and valued employes. He was a man who had lots of friends, of a genial and social disposition, a hunter and good sportsman, and his death is sincerely regretted by a host of friends.

With the compliments of the Kelly Creek Mining Co., Mammoth, W. Va., comes a handsome metal match safe for the pocket. It is nickel plated, and around the body is a band of white celluloid, on one side of which is, "Compliments of Kelly Creek Mining Co., Mammoth, W. Va." On the other the artistically beautiful trade mark of the firm—Strength, Purity, Endurance—represented by a lion, a young female in Greek costume, and a camel. This is one of the most significant and appropriate trade marks for the coal produced by this company. Mr. G. M. Woodward, Marquette building, Chicago, is the general sales agent of this enterprising and progressing concern.

A correspondent at Stroudsburg, Pa., writes thus: "Injunctions have been secured by the Lehigh Coal & Navigation Co. against all the water companies in Monroe county doing business on the Pocono mountains to restrain them from damming up Tobyhanna creek. This, it is claimed by the Lehigh Coal & Navigation Co., has had such an effect on the Lehigh river as to cripple electric light plants and industrial plants depending on water for power in towns along the river from Mauch Chunk to Easton."

The London Gas Co. recently tested a sample of coal mined on the Pittsburg, Virginia & Charleston division of the Pennsylvania railroad, and British engineers have been amazed at its superiority over the coal they had been using. The London Gas Co. said, officially: "We shall go on using American coal. It yields 15,000 cubic feet of gas a ton, against 10,000 feet yielded by a ton of British coal. The American coal is as much superior to the Australian coal as the Australian coal is superior to the English fuel."

The new daily fast mail train recently put on by the Chicago, Burlington & Quincy R. R. for the government is the third now in operation over that road. One leaves Chicago at 3 o'clock in the morning and another at 9:30 in the evening, both for Council Bluffs. The new train leaves Chicago every morning at 8:48 for Lincoln, Neb., where it delivers to the Burlington Express for the North Pacific coast via Billings, Mont. The new train carries a coach for passengers and gives a quick day service Chicago to Council Bluffs, Omaha and Lincoln.

Our West Virginia correspondent reports that the well known coal operator of that state—Mr. W. B. Kinney tells him that the general outlook for West Virginia is decidedly encouraging. "Coke ovens are resuming on every hand and the production of coke is on the increase. In the matter of exporting coal we expect a large share of the business, not only on account of location, but improved facilities. Every line is building extensions to meet the increased demand and new mines are being opened. The present trade increase is much above the average."

Our Pittsburg correspondent reports that the Pittsburg Coal Co., controlling the rail mines, has secured charters on coal-carrying vessels to ports in France and Italy, and will forward consignments to Baltimore for transoceanic shipment. The shipments are made to Locust Point, Baltimore, where the coal is taken charge of by the representative of the foreign consignee. A number of vessels have been induced to enter the collier trade between European and American ports, and it is claimed the traffic developed will justify the proposed congressional subsidy bill.

It is reported that the recent inspection of the Chesapeake & Ohio railroad, first by the officials of the eastern and western divisions of the Chesapeake & Ohio, and this week by the officials of the Pennsylvania railway, will mean a large outlay very soon in the shape of new coal piers at the terminals here, and increased facilities between Newport News and the West Virginia coal fields for handling the fuel mined there. It is said that an effort is to be made to furnish coal to foreign consumers even cheaper than the present rates, so that even the Welsh coal abroad cannot be furnished cheaper.

It is reported from Indianapolis, Ind., that the United Mine Workers' Union has practically decided to bring into the organization all workers in and about mines. This decision has not been officially promulgated, but it is known that the strike of the hoisting engineers in the block and bituminous coal fields of Indiana this week decided the fate of the Brotherhood of Coal Hoisting Engineers of America. This organization is only a year old. The membership is limited. It is stated the blacksmiths and the firemen will be the next to come under the jurisdiction of the United Mine Workers.

Our correspondent at the Windy City on the banks of the Kaw river reports that the new yards of the Kansas City Coal & Coke Co., at Nineteenth and Holmes streets, are not only up-to-date, but in some respects unique. For convenience of arrangement, details to prevent waste and provisions to insure cleanliness they probably are unexcelled in the Western States. The yards are 48x132 feet, and from them is handled the local business of the company. The driveways are paved with Pittsburg vitrified brick laid on eight inches of concrete, while the remainder of the yards are paved with gravel laid over a concrete base. The bins are floored with two-inch oak laid on a foundation of ten inches of crushed stone. This insures a condition of cleanliness which is foreign to the average coal yard. At the same time it reduces the chances of waste to the minimum. These unusual provisions combine in making these yards a model of their kind. The officers of the Kansas City Coal & Coke Co. are: C. J. Devlin, president; W. E. Thomas, vice-president, and C. P. A. Clough, secretary and treasurer. J. H. Miller is actively in charge of the Kansas City yards.

The Pittsburg Trust Co., receiver of the Natalie Anthracite Coal Co., which became insolvent three years ago, was authorized by court, today, to release the mines of the company in the anthracite regions to the Shamokin Coal Co. for fourteen months. The minimum coal to be mined is 3,000 tons per month, and the receiver is to get \$8,333.33 in advance monthly on account of the royalties to be paid on the coal mined. The royalties to be paid are 35 cents per ton for coal above 7/8-inch mesh, 25 cents for pea coal, 20 cents for No. 1 buckwheat, 10 cents for No. 2 buckwheat and 5 cents for 1/4-inch mesh.

Mr. F. M. Kirk, of the Kirk-Woods Coal Co., Cleveland, Ohio, has recently purchased 205 acres more of third pool Youghiogheny Coal, in addition to his already large holdings near Monongahela City, Pa. The contractors are building fifteen large double modern houses and a company store. He expects to commence shipments on or about Jan. 1, 1901. The plant is being rapidly equipped with the latest and most modern machinery for a capacity of fifty cars per day. This is an all-rail mine, and as the coal is superior for gas purposes, a large percentage of his output will be placed with the gas companies.

Mr. F. S. Landstreet, general manager of the Davis Coal & Coke Co., is again back to the coal trade arena, after taking an active part and doing some effective work for the Republican party in his own state (West Virginia) during the recent political campaign. Mr. Landstreet was nominated for the assembly, but declined to run and was let off by his friends only on the condition that he help to elect his successor, which he did in good style. No doubt much of the good work done in that state must be attributed to Mr. Landstreet's personal efforts and influence, as we notice quite a number of districts went Republican for the first time since the war.

Recently the Tweedie Trading Co., New York, shipped three cargoes of coal from Newport News, Va., to Plata and Brazil per steamships Severn, Falls of Inversnaid and Glen Roy, these three cargoes aggregating 9,639 long tons of that celebrated West Virginia spring, was furnished by the Winifrede Coal Co. President Thomas E. Baird, of this company, writes that they are now, and have for some time, been in correspondence with parties in Germany, Italy, France, Austria, Denmark, Roumania and South America in reply to inquiries for American coal. To a number of these parties samples have been sent of their splint and gas coal, and they hope to open up business relations with them during the coming year. A large sample of their coal has been sent to the Austrian Government for testing purposes, and a very favorable report has been received.

Mr. Eltinge Elmore, of the R. R. Elmore Coal Co., Milwaukee, Wis., is reported as saying: "Unless all indications fail we shall have a coal famine in Milwaukee this winter. At the beginning of the present month of November we needed 250,000 tons of anthracite coal to give us as much to sell as we sold last winter. The stock on hand October 1 last was 254,000 tons, and we received during October but 31,000 tons, as against 126,000 tons for the same month in 1899. The total receipts of anthracite for 1899 were 918,000 tons, while the total receipts up to November 1 of the present year have been 446,000. We carried over 180,000 tons on last year's receipts, so that I calculate we are short at the present time about 254,000 tons. "Will it be possible to get this coal here before the close of navigation?" There does not appear to be the slightest probability that the coal will be shipped from Erie ports.

With the acquisition of the recent purchases of coal properties the Ontario & Western railroad has secured transportation on approximately a total of 60,000,000 tons of anthracite coal, which places them in the front ranks of hard coal producers and carriers. In addition to the Scranton Coal Co., which secured the Lackawanna properties about a year ago, with an annual output of 600,000 tons outside of the 300,000 tons washery coal, they have purchased the Mount Pleasant Coal Co.'s mine, in Scranton, and the Forest Mining Co.'s property, at Archibald, and have secured the tonnage of the Johnston Coal Co., formerly carried by the Erie with upward of 650,000 tons per annum, making a total of fully 1,550,000 tons. This, in addition to the tonnage formerly controlled by the company gives it an annual total tonnage of about 3,000,000 tons a year. This tonnage, which has been purchased on the old basis of 60 per cent, secures for the Ontario & Western a condition which is most favorable, as present indications show that matters are changing around in favor of the individual operators and should add very materially to the net earnings of this road in the future, the new deal taking effect January 1, 1901. The cost of the properties purchased are said to be about \$6,200,000. The railroad company has authorized the issue of 5 per cent sinking fund notes to the amount of \$3,500,000, maturing serially and semi-annually, beginning December, 1901, and ending 1915.

THE ANTHRACITE COAL CO.

The Anthracite Coal Co. was incorporated under the laws of West Virginia, with a capital of \$1,000,000, par value at \$10 per share, there being but one class of stock. There is no bonded indebtedness. The officers are W. E. Pedrick, president and treasurer; S. Halline, vice president, and R. L. Cerero, secretary. The directors are W. E. Pedrick, Charles C. Tegethoff, S. Halline, William B. Skerton and F. P. Hoffman. The company owns and controls over 6,000 acres of coal fields in Gunnison county, Colorado, said to contain valuable deposits of anthracite; also bituminous and coking coal in large quantities. The experts and those of the railroad companies have filed reports on the excellency of the deposits. The company will have the services of six trunk lines to move its output to Eastern points, and that on a down grade, and four trunk lines on a Western haul to distribute coal among the great Western markets. The company expects to revolutionize the coal markets of the West in favor of anthracite coal. Already \$40,000 has been expended upon the property to develop it. There is not a dollar of indebtedness, and the company is preparing to expend \$250,000 in further equipment, which will give a capacity of 1,200 tons per day.

ALLOWANCE FOR WASTE IN COAL CARGOES.

Shippers of coal to foreign ports will do well to note the following statements made by Consul F. W. Goding, of Newcastle, Australia, to the State Department:

For many years there has been in vogue at Newcastle, New South Wales, a custom of taking certain percentages from the gross weight of coal cargoes and giving bills of lading for the net quantity only. The idea was to allow for the wastage which it was thought took place in various ways between the time of weighing the mineral on the government weighbridges and its delivery to the consignee at the port of destination. During the past eight or ten years, the practice has been to deduct in this way 2 per cent. from the gross weight of foreign exportations and 1 per cent. from those intended for intercolonial markets. In ease of, say, a 6,000-ton cargo bound for a foreign port, there is therefore a deduction of 120 tons, and not only do colliery proprietors lose payment for this quantity of coal, but the ship owners likewise lose the freight upon it.

Complaints on this score have been made within the past twelve months, and it has been decided by the colliery proprietors that from January 1 next, the deduction for wastage in foreign cargoes will be reduced to 1 per cent., while no allowance whatever will be made in the case of intercolonial shipments.

POCAHONTAS COAL IN EUROPE.

Referring to articles which recently appeared in several daily papers relative to the rejection of Pocahontas coal in Mediterranean ports, which article originated with the New York World, the following retraction was made by the New York World in their edition of November 9, which explains itself:

To the Editor of the World:

"We inclose a clipping from your issue of November 4, in which you quote, in a London cable, a statement from the Liverpool Journal of Commerce to the effect that 'Cargoes of Pocahontas coal are going to the Mediterranean derelict, no offers being obtainable for it on account of its poor quality, and that English operators need not worry about the competition of American coal, as it is practically worthless for steam purposes.'"

The statement is absolutely false. We have not had a single cargo derelict in a European port, and every shipment made finds a ready purchaser. We feel certain that the statement was given to the Liverpool Journal by some shipper desirous of injuring American efforts to supplant Cardiff coal by the American product in European ports. It is a matter of much gratification that our coal is being used extensively in foreign markets, and the prospects are bright for an increasing demand. Yours truly,

CASTNER, CURRAN & BULLITT, Philadelphia.

The editor of the World says:

"The statement referred to is ridiculous on its face, and was printed by the World only for the purpose of showing a sample of the assertions foreign trade journals make in decrying American products."

In the issue of November 7 of the Syren and Shipping, a prominent London trade journal, occurs the following:

"A new and not very praiseworthy system has apparently just been adopted in meeting American coal competition in the Mediterranean market. Someone or another interested in this country's coal industry has informed a contemporary that 'there are at the present time two or three cargoes of American coal now in the Mediterranean for which absolutely no offer can be obtained.' It is stated that this coal, of which so much has been said lately, is practically worthless for the purpose for which it is needed—the bunkering of steamers. The name of the coal is given, and, although we consider it would be unjust to state it here, we may say that it is extensively used by liners and cargo boats as well as by the United States Navy. Its quality has been proved over and over again, and to suggest that it is unfit for bunkering purposes is simply stupid—how stupid is shown by the fact that the slanderers do not give their name. If our coal shippers cannot meet competition without ceasing their acquaintance with truth, they had better adopt some new line of business. They would, we should think, shine to greater advantage as riggers in the Australian mining market."

There are various sizes of coal, determined by the size of the openings in the screens: Lump, steamboat, furnace, egg, stove, nut, pea and buckwheat coal. Lump coal passes over bars seven inches apart; steamboat, five inches; furnace, three and one-half inches; egg, two and five-eighths inches; stove, two inches; nut, one and one-eighth inches; pea, three-quarters inch; buckwheat, one-half inch. Of course, these sizes vary somewhat in the different mines, but in general these are the sizes of anthracite.

MORE WING.

Lieutenant de Farramond, French naval attache at Washington, has been making investigations lately with the view of substituting American coals in place of the Welsh product and the French briquette, which are now used by French naval vessels. To this end 300 tons of American coal was shipped to Martinique and 700 tons to the French naval station at Newfoundland. The cruiser Cecille, now in American waters, also took on a supply of American coal and has found it entirely satisfactory. On the whole, Lieutenant de Farramond's observations lead him to the conclusion that the American product offers a very satisfactory substitute for Cardiff and other classes of coal used exclusively on French vessels.

A cablegram from Liverpool says: It is stated that the coal miners of South Wales and Monmouthshire are claiming an advance of from 15 to 20 per cent. under the sliding scale, which claim will have to be adjusted at the half yearly audit. The dispute at the several collieries owned by the Bridgewater trustees, mostly situated near Manchester, is nearing a crisis. The men have only been paid at the rate of 4s 10d per day. Negotiations are in progress to avert a strike if possible. If a stoppage of work should take place some 3,000 persons will be thrown idle and the pits will have to be closed. The men generally belong to the Lancashire and Cheshire Federation of Miners and will doubtless have the support of the National Federation if a stoppage takes place in the pits.

The Minneapolis Times says: "The opening up of the territory west of Bismarck by the Bismarck, Washburn & Great Falls railroad has been of much benefit to that section of the country in many ways. The development of the lignite coal fields along the line of road has alone been the means of saving the people of that section thousands of dollars. Modern mining machinery has been placed in the mines and about 100 tons of coal are mined each day. The demand for the output of the mines is so great that the capacity will soon be increased to 200 tons per day, and by the first of January the output will be about 400 tons daily. The coal is very popular with the people of North Dakota, and is sold at such a reasonable figure that in the vicinity of Bismarck none other is used."

Prices at retail in New York are quoted at \$5.75 for white ash coal, \$6.00 for pink ash and \$6.25 a ton for red ash coals. Pea coal is obtaining \$4.00 a ton. Most dealers, however, have little coal to offer, as they find great difficulty in securing enough to supply their most urgent wants, notwithstanding that they are putting in boats away ahead, and it is not an unusual thing for boats to wait from ten days to two weeks before a cargo can be secured. This is a sore disappointment to the trade, as all the interests who had any high-priced coal left at the close of the strike got rid of it as rapidly as possible, believing fresh supplies would follow at once with the result that now they have little to offer at any price, though premiums are offered them for coal almost daily.

A movement has been started by Philadelphia coal men with a view to the erection of a monument of "coal" at Summit Hill, Pa., in memory of Philip Ginter, who discovered the mineral near that place 109 years ago. Ginter lived in a rough cabin in the forests on the Mauch Chunk mountain. While in quest of game for his family, whom he had left at home without food of any kind, his foot struck a black stone. He built a fire of wood and threw pieces of the supposed stone about it, so that the embers might last longer while he was roasting a fowl. He was surprised to see the stones aglow and retain their heat. He carried some of the coal home and burned it there. The few neighbors soon learned of the discovery, but there was no mining to any extent in Caron county until after the beginning of the war of 1812.

LOW COST OF COAL PRODUCTION IN AMERICA.

The great strike in Pennsylvania has rendered the subject of coal production of even more interest than it was before, and an article in the Engineering Magazine for November, by F. Seaton Snowden, puts the matter in an interesting way. Notwithstanding the higher wages paid in this country, it is maintained that coal is produced cheaper in the United States than in any other country. The average cost per ton of coal at the pit-head in the United States was estimated, in 1896, as 4s 9½d, as compared with 5s 10½d in the United Kingdom, 6s 11d in Germany, 7s 7d in Belgium, 8s 8d in France, 5s 9d in New South Wales, 10s in New Zealand and a fraction over 5s in Japan. Therefore, the question of profit in marketing our coal in Europe depends on cost of transportation and that, again, turns on the carrying capacity of steamers and their operating expenses. It is shown that in proportion to cargo carried a 9,000-ton coal steamer is less than half as expensive as a 4,000-ton steamer.

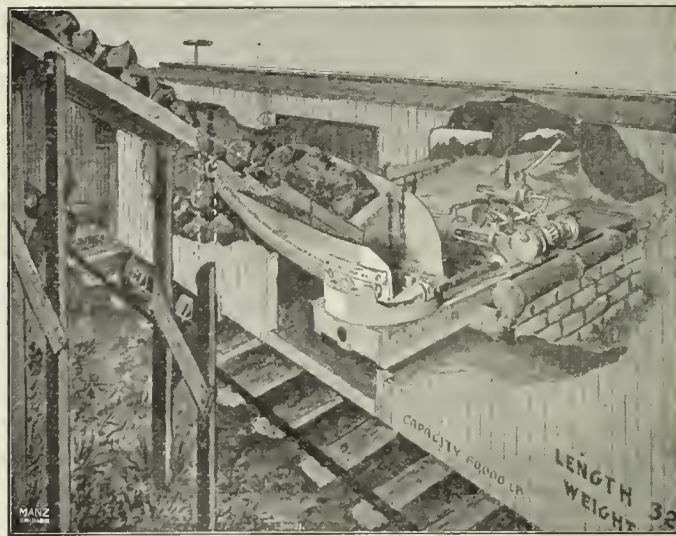
ASSOCIATION NOTES.

Coal Dealers' Association of Iowa and Nebraska..... 671 NEW MEMBERS.

HOLTON & GRAY, Bradyville, Iowa.	A. MINK Dubuque, Iowa.
D. N. DUNLAP, Fontanelle, Iowa.	RIDGEWAY LUMBER CO., Glenwood, Iowa.
B. C. BLYTHE, Greenfield, Iowa.	O. A. TUTTLE, Greenfield, Iowa.
C. E. IRWIN & Co., Henderson, Iowa.	COOK BROS., Hobart, Iowa.
MICKELWAIT & YOUNG Co., Macedonia, Ia.	J. C. DUNN, Marshalltown, Iowa.
HENRY WEBBER, Marshalltown, Iowa.	R. A. FRAZIER, Nevada, Iowa.
OTTUMWA FUEL Co., Ottumwa, Iowa.	J. F. SCHUG, Strawberry Point, Iowa.
H. M. HOPKINS, Vilhiska, Iowa.	S. J. WHITTEN, Blue Hill, Neb.
F. M. SPALDING, Milligan, Neb.	J. & W. C. SHULL, Adrian, Minn.
LAIRD NORTON Co., Claremont, Minn.	J. & W. C. SHULL, Jasper, Minn.
ST. JOHN BROS., Lakefield, Minn.	S. Y. HYDE ELEVATOR Co., Lakefield, Minn.
ST. JOHN BROS., Okabena, Minn.	S. Y. HYDE ELEVATOR Co., Okabena, Minn.
CHICAGO & WESTERN COAL Co., Chicago, Ill.	A. E. HOSTLER COAL Co., Chicago, Ill.
W. A. GRAVES, Kansas City, Mo.	CHAS. LYON & Co., Kahoka, Mo.
J. N. MARSH, Omaha, Neb.	LAIRD NORTON Co., Astoria, S. D.
	Formerly reported - - - - - 671
	On this list - - - - - 30
	Total - - - - - 701

AN IDEAL BOX CAR LOADER.

The accompanying illustration will give our readers an idea of the working of that money-saving invention, the Ottumwa Box Car Loader. Every coal operator who has to deliver his coal in box cars has felt the great need of a machine that would place the coal in box cars rapidly and, at the same time, do the work in a sufficiently careful manner to avoid breaking the coal and the cars. The first part of this problem has been fairly well taken care of, and there are quite a number of machines on the market at the present time that will handle a large tonnage daily. The latter part of the problem, however, that is handling the coal carefully in the cars, has seemingly been a very difficult one to solve, and most operators have continued to load their cars in the old way—a couple of men with shovels—than use a machine that would pound the lump coal to pieces and necessarily depreciate the value of their product, and making it much harder to dispose of their coal at a fair market price. The Ottumwa Loader, manufactured by the Ottumwa Box Car Loader Co., Ottumwa, Iowa, some two years ago, placed a machine on the market that was said to overcome all the objections raised against other loaders, but the coal operators were rather skeptical, owing to their previous experience with box car loaders. After two years' trial this machine has demonstrated clearly that a box car loader is not necessarily a coal breaker and a car smasher. Even the soft lignite coal found in Colorado is loaded into cars with this machine, and the Northern Coal Co., of Denver, Col., has seven loaders in active operation at their various mines. The machine is not a complicated affair, and



does not get out of order easily. The loader receives the coal from a chute in a long hopper and conveys a load alternately to opposite ends of the car and deposits the same there by means of a pusher, which travels the length of the hopper, and carefully pushes the coal out. The hopper is curved, which enables it to be at its lowest point under the chute or apron and to be lifted to its highest point, at the extreme end, thus permitting the piling of the coal high at a point about over the trucks, where the load of a car should be. In some parts of the country special freight rates are offered by the railroads to induce coal operators to make their shipments in box cars, as it can be sealed up to prevent stealing, and it is also protected from inclement weather. Cars of thirty tons capacity have been loaded in ten minutes, so there is no doubt about the speed of this machine. Mr. Henry Phillips, general manager of the company, made but little effort to push the sale of the Ottumwa Loader until it had been tried and tested in every way, shape and manner and the machine has worked as satisfactorily in the mines of West Virginia and Ohio as it has in the mines of Colorado and British Columbia.

The sale of the Ottumwa Box Car Loader promises to be very large during the coming year, as the factory, at Ottumwa, Iowa, is at present working night and day to take care of the rapidly increasing business of the Ottumwa Box Car Loader Co., notwithstanding the fact that the capacity of the factory has been quadrupled during the past year.

OF INTEREST TO THE RETAIL TRADE.

Items of News From all Over the Country Which Will Be of Interest to the Retail Trade.

G. H. Johnson, Great Bend, Pa., has sold his coal business to J. N. Sackett.

**

Zacharias & Earle is the name of a new firm of retail coal dealers of St. Johns, Mich.

**

E. B. Hancock, Grand Rapids, Mich., has sold his coal business to Abner Alberts.

**

Charles Hingle has purchased the retail coal business of William Bedell, Hempstead, N. Y.

**

A new coal yard has been opened at Brunswick, Ga., by the Empire Coal & Wood Co.

**

The T. H. Bunch Coal Co. is a new retail concern at Little Rock, Ark., and Mr. R. H. McNair is the manager.

**

C. D. Smith, Wooster, Ohio, will supply the county with Massillon lump coal for one year at \$2.90 per ton.

**

The price of soft coal has been advanced 25 cents per ton by Columbus, Ohio, retail dealers, and is now selling at \$2.75 per ton.

**

Burns & Strunz, coal dealers at Oakland, Cal., suffered a severe loss by fire last week, their yard being almost totally destroyed.

**

The High Point Ice and Coal Co., High Point, N. C., has been recently organized and will, in the near future, erect an extensive plant.

**

E. W. Dixon, Davenport, Iowa, will furnish the city with soft coal during the coming winter at \$2.89 per ton, and anthracite at \$7.75 per ton.

**

Anthracite coal to the amount of 4,640 tons and 95,045 tons of bituminous was shipped from Buffalo to Canadian dealers during the month of October.

**

Southern dealers will be interested in knowing that there is over 30,000,000 bushels of coal at Pittsburg waiting for a boating stage before starting southward.

**

J. K. McCosh & Co., Davenport, Iowa, have purchased a large piece of property on Front street, that city, and will transform it into a strictly modern coal yard.

**

Smith & Cole, the hustling coal dealers of Mason City, Iowa, two years ago, embarked in the coal business and, in this short period, have built up one of the most extensive fuel businesses in that city.

**

The retail dealers of Cincinnati get \$7.00 per ton for anthracite. Pocahontas and New River coal brings \$4.00 and \$4.25. Gas coke sells for 9 and 10 cents a bushel. These, of course, are delivered prices.

**

A new company has been organized at Cambridge, Mass., composed of Isaac Chase, Louis S. Chase and Edwin P. Boggs. This new firm has purchased the retail coal business of Richardson & Bacon, of Cambridge.

**

The receipts of coal at Boston for the week ending November 3 were 15,501 tons of anthracite and 47,715 tons of bituminous, as compared with 23,723 tons of anthracite and 15,431 tons of bituminous for the same period last year.

**

The Wabash Coal Co., Quincy, Ill., is one of the large and prosperous concerns of western Illinois. The retail yard of the of this concern is a model that is looked at with envious eyes by the other dealers of the Gem City.

**

A New Britain (Conn.) correspondent writes: "Coal in this city, during the strike, never reached as high a price as that charged in some cities of the state. It rose to \$6.75 a ton cash, while in some parts of the state \$7 and \$8 was secured. The price here, however, still remains at \$6.75. The local dealers are securing new consignments in large quantities, but the demand has been enormous, and will continue so for some time to come.

**

The Harrisburg (Pa.) Coal Co. will apply for a charter, November 26, According to the application the character and object of the exchange is the encouraging and protecting of trade and commerce by disseminating among its members information as to the coal trade, by adopting proper measures to secure the public against short weight and other improper practices by retail coal dealers and by using all lawful means to protect and advance the interests of the public in its relation to the coal trade in the city of Harrisburg and vicinity.

The Laning-Harris Coal & Grain Co., Kansas City, Mo., deliver all coal except lump to customers in bags free of charge. They ask their customers to count the bags, and as each bag contains one hundred pounds of coal, this system insures full weight. This firm has been hustling for business constantly in the Kansas City market for the past fourteen years, and the position it now enjoys in the trade is a just reward for the labor performed. The tonnage of this company has increased steadily, and during the past four months it has been especially good, and perhaps Wade Laning's stories of Pike's Peak and Cripple Creek have been the means of "jollying" a good many orders from coal buyers in the late convention city.

**

After advertising three times for bids for coal supply for the state capitol, at Springfield, Ill., a satisfactory bid has been received by the commissioners of state contracts and the contract was let for the two ensuing years. The successful bidder was the Springfield Contracting & Fuel Co., the individual partners of which are Alderman Robert Goodwin, John W. Ryan and Thomas Bogue. The bid of the firm securing the contract was \$1.44 per ton for mine run coal, which is the kind always used. There were two other bids. One was by the Clear Lake Co-operative Coal Co., \$1.50 per ton, and the other by the Springfield Coal Association, \$1.60 per ton. Upon the two former occasions when bids were asked for there was but one bidder, the Springfield Coal Association. Their first bid was \$1.65 per ton for mine run coal and the second time they bid \$1.60, the same as they bid this time.

**

Deputy Inspectors W. F. Cluett and W. A. Wickert are visiting Chicago coal dealers with their regular bushel, half bushel, and two-bushel measure and will test every basket in use in the city by the grain test. The amended ordinance provides for regular measure baskets of the one-half, one and two bushel measurements. It is estimated that the inspectors will test 2,500 baskets. For the one and two bushel baskets they will receive 15 cents each for testing. The price for testing the one-half bushel measure has been reduced to 5 cents. One-half of the receipts will go to the city. City Sealer Quinn receives the other half and out of it pays the expenses of the test and the salaries of his deputies. All fraction-measured baskets will be condemned. A short time will be granted the dealer to exchange them for regular-sized baskets. At the expiration of the time, if the baskets are not changed for the regular size the dealer will be arrested and prosecuted for selling fraudulent weights.

**

One of our Ohio correspondents writes, under date of November 17: "This clipping was taken from a Memphis (Tenn.) paper, and was sent me by a dealer of that city, who says: 'We need a coal dealers' association like the one on duty in Ohio, and we need it badly. As an illustration of what the Memphis dealers have to contend with, we append a clipping from the Scimitar. The clipping reads: "George Bryan, as switchman for the Illinois Central railroad, had ample opportunity, his work being at nights, to steal coal, and if the allegations against him are substantiated before the grand jury, he did it in a wholesale manner. Special Detective McHugh, in the employ of the railroad, declares that Bryan has been in the habit of throwing off coal to women along the track, while engaged in switching cars, and that he has been stealing as much as a ton every night. Burke, a yard watchman, who had received instructions from McHugh to keep an eye on the negro, testified at Police Court, today, that he saw Bryan dumping coal off the "gons." to two women who stood beside the track ready to carry it away. and that he arrested him and turned him over to Patrolman Millard. Bryan denied the charge. The case was referred to the grand jury."

NEW RAPID UNLOADING COKE CAR.

A patent car that may revolutionize the manner of construction of coke, ore and coal cars was given a private test recently at the yards of the Marietta & Stillwagon Coal Co. An open top car loaded more than half-full of coke was unloaded in twenty seconds. The test proved the claim of the patentee and makers of the car that a load of coke, coal or ore can be unloaded from this new car in thirty seconds. The invention is that of Jacob J. Souder, of Lebanon, Pa., but now of Washington, D. C. The patent consists altogether in the drop bottom of the car. It is known as the longitudinal split.

Instead of the bottom dropping in two or three places across the bottom of the car, the whole of it drops down in three sections the entire length of the car. Almost the whole load drops out in an instant. The usual time for unloading a car of coal, coke or ore is from seven to ten minutes. Sometimes much work is required to get the mass of coal, ore or coke started, and then it frequently sticks before starting to run through the openings in the bottom. This patent drop bottom of Souder's is applied either to the open top or box car. In all the tests made it has given the highest satisfaction and has elicited the highest praise from manufacturers and shippers, who would be saved much time by its adoption. The railroad companies are also much interested in the new car, as it would mean a great saving to them in keeping cars in service with the least possible delay allowable for unloading.

A test made Saturday at the instance of the Baltimore & Ohio R. R. Co. at the Monongahela furnaces near Pittsburg was witnessed by a number of prominent manufacturers and railroad men. The party was in charge of D. F. Maroney, General Superintendent of the Pittsburg division of the Baltimore & Ohio. The new car was highly praised after the test, and the statement was freely made that it possesses by far the most rapid unloading arrangement so far introduced. One railroad man stated that its introduction would minimize greatly the delay of cars so annoying in unloading and would make one car on an average do the work of two. The patent has been registered in every country on the globe protected by patent laws.

A 1,500-pound lump of coal, dug in Alaska above the Arctic circle, is on exhibition at the Chamber of Commerce rooms, Seattle, Wash.

WESTERN COAL AND COKE NOTES.

According to the Reporter, of Lovington, Ill., the Sullivan Machinery Co., of Chicago, is testing land for coal for Stocks, Piper & Co.

The largest cargo of anthracite ever carried to Duluth was on the steamship Edeborn, whose cargo was 7,680 net tons, and which was delivered last week.

W. W. Ray, Terre Haute, Ind., has, it is reported, purchased the entire interest of the Marion Coal Co., of Indianapolis, and the Central Coal Co., of Terre Haute.

The Star Coal Co., Omaha, Neb., has become a corporate company, to do a general coal business, with a capital stock of \$10,000. Incorporators, P., F., and Bridget Lenaugh, all of Omaha.

Jesse Savill and S. O. Durham are opening up a new coal mine on the Snowden Laws farm, just south of Greenwood Cemetery, Canton, Ill. The new mine is what is called a "slope bank." The new firm is fitting up an engine house and will be getting out merchantable coal by December 1.

At Salinas, Cal., Clarence C. Burr and others have leased to F. J. Horswill the property known as the Stacks Canyon coal fields, containing 330 acres. All the parties interested are residents of San Francisco. According to its terms the lessee will have twelve months in which to prospect for coal and develop the same, with an option of purchase at the end of the year for \$300,000. He will at once build a hotel, bunk houses, etc., preparatory to commencing operations. The mine was formerly worked by the Pacific Improvement Co.

It is reported that Henry Phillips, of the Phillips Fuel Co., Ottumwa, Iowa, a prominent operator has assumed control of the mines at Foster, formerly owned by the Deep Vein Coal Co., and will more than double the number of men employed and, incidentally, the output. The interests of the Phillips Fuel Co. have for some time held the bonds of the Deep Vein Coal Co., and foreclosure proceedings were commenced recently at Albia and a petition made for a receiver to take charge of the business. Finally the matter was compromised by turning over the mines to Henry Phillips, as agent for the bondholders, and he will carry on the business for the present.

Large steam users and capitalists in Decatur, Ill., have already pledged \$75,000 to organize a new coal company, for the purpose of sinking a shaft.

Rolland and Alfred Blunt are opening a coal mine west of Castle Rock, near Florence, Col. Although the property has been worked before, it was not as thoroughly developed as it will be now.

The Northern Pacific railroad has ordered the erection of an additional coal bunker at Tacoma. The two bunkers now in existence have a capacity of 24,000 tons and are unable to meet the demands of the trade.

Upon the application of W. E. Hodges, of Chicago, trustee for the bondholders, Judge McFie, Santa Fe, N. M., has appointed Jas. E. Hurley, division superintendent of the Santa Fe route, at Las Vegas, receiver of the Cerrillos Coal Railroad Co., its trackage, buildings, mines and all its property situated in southern Santa Fe county. Mr. Hurley's bond was fixed at \$50,000.

A miners' strike in central Illinois was averted by a conference between the operators of Springfield, Riverton, Litchfield, Taylorville and Decatur, Decatur coal dealers and the state secretary-treasurer of the United Mine Workers. It was decided that the Decatur dealers should purchase one-fourth of all the coal they buy from the Decatur company. They are left free to purchase the remainder from outside mines.

A correspondent at Great Falls, Mont., says: "A new coal mine is being opened up by the Great Falls & Canada Railroad Co., a short distance across the boundary line, which promises to prove an excellent producer. The mine is located near the Galt coal mines, and is on the same vein. The work on this mine has only been commenced but several cars of coal taken from it were brought to this city yesterday."

Hon. P. J. Quealey, manager of the great Kemmerer coal mines, at Kemmerer, Wyo., states that the property under his management has developed into one of the most productive in the West. Mr. Quealey says he is now putting out an average of 2,000 tons daily, the record for October reaching 56,000 tons, while the miners rested on Sundays. This enormous output is now being distributed through Montana, Utah, Nevada and Idaho, with not a small amount going as far as Nebraska, and yet there are other markets to cover.

Delaware, Lackawanna & Western Railroad Co.

MINES AND CARRIES TO MARKET

SCRANTON COAL
S. C. SCHENCK, Agt.Shipments "All Rail," and from yards and docks at Chicago
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When you buy "Scranton"
be sure you get the gen-
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The St. Louis and
Big Muddy Coal Co.

PRINCIPAL OFFICE:
CARBONDALE, ILL.



MINES NEAR
CARTERVILLE,
Williamson County,
ILL.

CAPACITY
2,500
TONS
DAILY.

HURRICANE
COAL

SOLE
PROPRIETORS
HURRICANE
COAL.

TRADE MARK.

A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

The Sharon Coal & Limestone Co., of Sharon, Pa., capital \$200,000, was chartered last week.

The Enterprise mine, at Casselman, Pa., has commenced shipping coal. A good-sized force of men is employed.

Lewis & Co. have taken charge of the Zimmerman coal mines near Franklin Square, and work will at once be begun upon the grading for a switch from the Fort Wayne tracks.

The Waynesburg Coal Co. has purchased 15,000 acres of coal land on the line of a proposed railroad through Greene and Washington counties, Pennsylvania, for \$20 an acre.

The Massillon Pigeon Run Coal Co., Massillon, Ohio, has been incorporated by Sheldon Parks, Leonard Parks, U. C. Hatch, I. M. Taggart and F. F. Taggart. The capital stock is \$30,000. They will mine and sell coal.

It is rumored that the Pittsburg Coal Co. has in contemplation the opening of an extensive coal mine in the West End of Canonsburg, Pa. A branch line will be run down the Chartiers, about three-quarters of a mile.

At Somerset, Pa., five cars of coal, 250 tons in all, has been purchased by Charles Zimmerman from the Baltimore & Ohio Co. This coal was in the Geiger wreck two weeks ago, and Mr. Zimmerman secured it for the consideration of \$25.00.

Two large coal mines are being opened at Stone Creek, near Dennison, Ohio, by Cleveland capitalists. Five hundred men will be employed, and 150 horses have been contracted for. The coal will find an outlet by the Cleveland & Marietta railroad.

New Pennsylvania corporations are the Candace Coal & Coke Co., Scottdale, Pa. General coal and coke business. Capital, \$500,000. Incorporators: A. Ruff, of Mount Pleasant; J. S. Parker, C. B. Parker, A. K. Stauffer, J. R. Smith, all of Scottdale, Pa.; and the Hickory Ridge Coal Co., Pittsburg; capital, \$10,000.

It is stated that the prospects are very bright for opening what is known as the Rock Cabin tract of land above Lock Haven, Pa. It is estimated that there are 2,000,000 tons of soft coal underlying the surface. It is the intention to open these coal beds just as soon as the negotiations now pending are satisfactorily arranged.

Jacob A. Young and S. W. Shoupe, of Hagerstown, Md., have secured options on large tracts of anthracite coal land in Fulton county, Pennsylvania. They recently made several visits to Fulton county, in company with a resident of the county, and inspected the deposits for themselves. It is stated the B. & O. R. R. will build an extension.

The recent strike of miners near Youngstown, Ohio, has been settled. The agreement between the operators and their employes is somewhat different to that in other localities, and in substance is as follows: Coal 4 feet thick, 80 cents per 2,000 pounds screen; 3 feet 8 inches, 85 cents; 3 feet 4 inches, 90 cents; 3 feet, 95 cents; 2 feet 8 inches, \$1; 2 feet 4 inches, \$1.05; swamp entry, per yard, \$4.17; double shift, 25 cents per yard extra; air course, \$2.08 per yard; 10 cents per ton extra for air course where no track is laid; 10 cents per full car of slack; Rutt entry, 25 cents per yard, less swamp entry; track layers, \$2.28 per day; track layers' helpers, \$2.10 per day; drivers and water haulers, \$2.10; timber men, \$2.28; pipe men, \$2.22; and trappers, \$1 per day.

It is reported Walter C. Taylor, of Damascus, Ohio, has arranged for the development of a large piece of coal land near Sebring.

A deal is on hand at present which, if it is consummated, and the indications are that it will be, will conclude the purchase of about all the available coal lands adjacent to Greensburg, Pa. It is reported that the Frick Coke Co. has taken options on about 440 acres of the six-foot Pittsburg seam. This land is on the Radebaugh Branch R. R.

The North American washery at Wm. Penn, in course of construction the past eight months, operated by Scranton capitalists, has commenced work, giving employment to 150 men and boys. They expect to ship forty cars daily. It is one of the largest washeries in the anthracite region, and is equipped with the latest and most improved machinery.

United States Consul-General Mason, at Frankfort, Germany, writes that when a short time ago it was announced that West Virginia gas coal had been tested at Hamburg and found superior to the Cardiff standard, the conclusion became unavoidable that only scarcity of tonnage and exorbitant freights stand between the coal famine prices in Germany and the exhaustless deposits of the United States.

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Miner and Sole Shipper

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"FRANKLIN"

"LOUISE"

(Pittston District) (Lackawanna District) (Plymouth District)

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IF YOU WANT THE

BEST RED-ASH COAL MINED

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ELK GARDEN

BIG VEIN CUMBERLAND COAL

MINERS AND SHIPPERS OF THE

Davis Locomotive, Steam and Smithing Coals.

DAVIS COKE

For Ore Smelters, Foundries
and Family Use.High in Carbon.
Low in Sulphur and Ash.

Capacity of Mines, 5,000 tons coal daily. Capacity of Ovens, 600 tons coke daily.

Shipments to all points accessible by rail or water.

Address orders for Western shipments to 1310 Old Colony Bldg., Chicago

SMITHING COAL AND CRUSHED COKE A SPECIALTY.

J. S. JONES Prest.

H. C. ADAMS Vice Prest.

D. W. HEATH Treas.

C. W. ADAMS, Secy.

THE JONES & ADAMS CO.

General Offices 355 Dearborn St., Chicago, Ill.

MINERS AND SHIPPERS BY RAIL AND LAKE.

COAL AND COKE.

DISTRIBUTING DOCKS, ASHLAND AND MANITOWOC, WIS.

AGENCIES: St. Paul and Minneapolis, Minn.; Ashland and Manitowoc, Wis.;
Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

A mine is to be opened in the Brazos bottom near Calvert, Texas.

The Helling Bros. at Martin's Ferry, are about to open a new mine near Wheeling, W. Va.

A Jellico, Tenn., letter says: "The lease of Indian Mountain coal lands held by Charles Livingston has been bought by the Proctor Coal Co.

The Kelley Coal & Ice Co., Atlanta, Ga., is now handling Alabama, Tennessee and Kentucky steam and domestic coals at wholesale and retail.

The Alabama Block Coal Co. will establish an extensive coal receiving and loading plant at New Orleans, La., and will actively compete with the Pittsburg coal mines for the steamship and export trade.

The top works of Coal Mine No. 6, three miles from Coalgate, I. T., the property of the Atoka Coal & Mining Co., were almost totally destroyed by fire last week. The coal is now said to be burning.

The Plymouth Coal & Mining Co., Plymouth, W. Va., has a capital stock of \$200,000. Incorporators: W. A. Carver, Plymouth; E. J. Hickey, H. Holthrup, J. Hoffman, J. T. Thomas, all of Covington, Kan.

Business on the Chesapeake & Ohio Canal was never better than at present, the only trouble being that shippers find a scarcity of boats to carry the coal. So far they have been unable to stock their wharves at Williamsport for the winter.

The British S. S. Knight Errant has sailed from Norfolk, Va., for Manila with eleven thousand tons of Pocahontas coal for the American fleet of warships. The cargo is one of the largest on record, and \$88,000 in freight alone is paid for the voyage.

The Lincoln Coal Co., New York City, is a West Virginia corporation. General coal and coke business. Capital, \$5,000,000. Incorporators: W. C. Brown, G. G. Hodley, J. Irvine, P. C. Dudley, all of New York City; J. V. Hill, of Huntington, W. Va.

A new West Virginia corporation is the Hutchinson-Ehlen Coal Co., Fairmont. General coal and coke business. Capital, \$50,000. Incorporators: M. L. Hutchinson, C. E. Hutchinson, T. W. Arnett, W. G. Crawford, all of Fairmont; F. Ehlen, of Baltimore, Md.

The 1 test company which has begun work on the Tennessee Central R. R. is the Campbell Coal Co., organized by R. C. Campbell, formerly of Atlanta, Ga., and who is a frequent visitor in Knoxville. Atlanta capital is interested in this enterprise, and it is intended to market a large part of the output of the mines in that city.

The Junior Coal Co., Martinsburg, W. Va., has purchased from citizens in the vicinity of Womelsdorf coal lands aggregating in price \$50,000. Efforts have been made by prospective purchasers to break into the "hundred-dollar belt," which is composed of several thousand acres of fine coal land in the vicinity of Womelsdorf, owned by farmers who have pledged themselves to part with none of their holdings until the entire belt is sold in one block at not less than \$100 per acre.

Fifty thousand acres of coal land in Johnston, Floyd and Pike counties, Kentucky, will soon pass from the hands of central Kentucky parties to a coal syndicate, which has been formed in Pennsylvania by Eastern and English capital.

A correspondent at El Paso, Tex., writes: "Reports from the Capitan coal district of New Mexico say that one expert after another has visited the famous fields and all have made favorable reports, and several of the wealthiest companies in the country have purchased large tracts of land and sent in forces to make developments. S. T. Gray, who formerly owned all the coal lands in the vicinity of Capitan, is here, and says there are now three companies developing coal property in that locality and all have as good a prospect as the New Mexico Fuel Co., which has already developed the mines at Capitan. The Lindman Coal Co. recently bought 4,000 acres of land just east of Capitan and will be shipping coal in a few months. The Lindman company is composed of the Bethlehem Steel Co.'s directors, of New York. Detroit capitalists have also obtained a lease of 3,000 acres of coal lands not far from Capitan and have found as good coal as in any of the other mines and are preparing to develop it."

Coal required for Russian railroads is now being admitted into Russia free of duty. According to the latest advices, the concession is to be continued until July 1, 1901.

Crushed Coke

THE ONLY

Substitute

FOR

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CHICAGO.

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THE BLACK DIAMOND.

THE BLACK DIAMOND.

PUBLISHED WEEKLY

IN THE INTEREST OF THE COAL INDUSTRY
BY THE BLACK DIAMOND COMPANY,
(INCORPORATED.)

OFFICIAL PAPER OF THE ILLINOIS COAL OPERATORS' ASSOCIATION—President, S. M. Dalzell, Spring Valley; Vice-President, A. J. Moorshead, Mt. Olive; Secretary-Treasurer, J. A. Agee, River-ton, and Recording Secretary and Secretary of Commission, C. L. Scroggs, Chicago, Herman Justi, Commissioner, Chicago; THE INDI-ANA COAL OPERATORS' ASSOCIATION—J. Smith Talley, President, Terre Haute, and THE INTER-STATE COAL EXCHANGE—Presi-dent, S. W. Kniffin, Kansas City, Mo. Also Official Paper of THE RETAIL COAL DEALERS' ASSOCIATION OF ILLINOIS AND WISCONSIN—Secretary, F. E. Lukens, Chicago, Ill. THE MICH-IGAN AND INDIANA RETAIL COAL ASSOCIATION—Secretary, James T. Eaman, Detroit, Mich. THE WHOLESALE AND RETAIL COAL DEALERS' ASSOCIATION OF OHIO—Secretary, W. J. Ferguson, Dayton, Ohio. THE COAL DEALERS' ASSOCIATION OF IOWA AND NEBRASKA—Secretary, Fred H. Cosgrove, Omaha, Neb. THE MID-STATE WHOLESALE AND RETAIL COAL DEAL-ERS' ASSOCIATION, Comprising Missouri, Kansas, Arkansas, Indian Territory and Oklahoma. E. R. Shepherd, Secretary, 40 Postal Telegraph Building, Kansas City, Mo.

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ENTERED AT THE CHICAGO POST OFFICE AS SECOND-CLASS MATTER.

VOL. 25. DECEMBER 1, 1900. No. 22.

MARKET REVIEW.

A dispatch from Hazelton, Pa., states that for the first time in many years all the collieries in that anthracite district worked on Thanksgiving Day owing to the pressing demand for coal. There have been so many stoppages at so many collieries for trivial causes that the aggregate output for November has been consid-erably reduced from what had been expected. Hence the in-creased demand.

According to latest advices from Lake Erie coal shipping ports, there may be a cessation of further shipments of both anthracite and bituminous on account of the recent wrecks and disasters to large as well as small boats, having made vessel owners nervous about taking risks. And yet, almost in the same breath there is news from thence to the effect that prominent ore vessel interests are willing to accept charters for carrying grain from Chicago to Buffalo in January. If grain can be carried one way, there is no reason why coal cannot be forwarded in the other direction. It is merely a question of the expense of keep-ing open a passage way in the straits of Mackinac. The Russian government keeps open a line of ports in the Baltic all through the winter by the use of immense and ponderous steam ice-break-ing, vessels which are supplied with propellers at each end them. If there, why not here on the chain of lakes?

Unless there is relief in some direction, it becomes a matter for no speculation that some of the ports on lakes Superior and Michigan will be blockaded with ice before their winter supplies of coal are completed, which will necessitate all-rail shipments. Up in the Northwest, where cold weather has prevailed, the de-mand for coal of all kinds has been and is quite brisk, and ship-ments by rail have been so well maintained that stocks on dock are very much broken. This will account for the complaint from he Twin cities of "coal coming forward slowly." As the same

cry is heard from the New England states, it is only reasonable to suppose that the anthracite shortage is general. In short, this is rather more than indicated by the great decrease in the receipts of anthracite by lake and rail throughout the West, and only the intervention of mild weather has prevented serious inconvenience and possibly worse trouble. Few, if any, of the producing com-panies' agents in the West, are accepting new business or addi-tional or supplemental tonnage to apply on contracts except sub-ject to receipts and ability to fill. This conservatism is absolutely necessary, as most of the representatives of companies have no knowledge as to when more coal will be forthcoming. It is a matter of considerable doubt whether, as a whole, more than 60 or 65 per cent of consumers' requirements have been delivered, and it is this uncertainty which adds to the perplexity of the sit-uation.

Bituminous coal is in better demand all through the Western states, but it lacks the activity which is the natural outcome of crisp, cold weather. Thus, the steam and domestic demand both flag and will continue to do so until the advent of colder or stormy weather. Kansas City advices are that there has, as yet, been no frost worthy of mention and that the mildness of the season has been a notable feature, while in the Northwest in Mon-tana, it has been 10 to 15 degrees below zero. The general soft-ness of the weather will account for the easy situation in the soft coal market which obtains in the West. There is every prob-ability that the trade north of Chicago, will have to depend upon that center for its supply of soft coal later, because it is almost certain that there will be a shortage in the receipts by lake. Eastern coal of all kinds is in better supply than it has been for many months, and due to the decrease in the rail shipments to Lake Erie ports. The coal trade certainly has a bright future before it and its expansion during the first year of the Twentieth Century will be world-wide.

Our New York representative reports that anthracite is mov-ing briskly, despite the mildness of the season, and the com-panies are using every effort to distribute coal to the trade. Local dealers are making more pressing demands than they did last week, as they barely receive enough to keep their teams fully employed, and there is much complaint on this score. However, one consuming territory is no better off than another just now, due to the restricted output from mines. Some dealers are so short that premiums are offered for prompt delivery. A large amount of coal is required in the far East, and receipts are re-ported as generally light, due to the fact that the trade there were dilatory in placing orders after the settlement of the strike, ex-pecting that prices would weaken. The circular figures are very closely adhered to by all. Soft coal on the Atlantic seaboard, which had been easier is again threatened with a shortage, and if the car situation is not promptly relieved, the situation may be-come serious. Report has it that the Pennsylvania Railroad has placed a large proportion of its coal cars into the anthracite re-gion, and that this is being keenly felt by some producers in the bituminous fields. Urgent orders from shoal water ports are much in evidence with shippers. Far Eastern business is some-what easier, though there is yet a good deal of coal to be for-warded on old contracts. At ports along the Sound, the car shortage is severely felt and the demand is very active. New York harbor is taking its usual quota of soft coal. All-rail trade is good and apparently better than producers care for just now. Transportation from mines to tide is irregular and car supply very poor. Vessels are in better supply at the lower ports.

Buffalo advices are that there is a good demand for soft coal, which is expected to continue through the season, because there has been a wonderful revival in business generally in that section. Shippers find it difficult to get coal moved promptly and dislike the new steel cars. Anthracite coal experiences the same strong demand which has characterized it for some weeks. According to last week's shipments of anthracite by lake, the smaller ports are evidently in some stress for coal. Shipments of coal by lake from Buffalo, aggregated 56,125 tons, distributed as follows: Mil-waukee, 20,550 tons; Duluth-Superior, 7,850 tons; Sheboygan, 7,750 tons; Chicago, 7,400 tons; Manitowoc, 4,300 tons; Glad-stone, 2,700 tons; Racine, 2,450 tons; Bay City, 1,225 tons; Toledo, 1,200 tons, and Garden Island, 700 tons of bituminous. There will be no more regular freight rates, though it is expected that further coal will be shipped to Lake Superior and Michigan.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

NOVEMBER 28, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.75@4.00	\$4.25	\$4.50	\$4.50

STEAM SIZES.

Pea	\$	3.00
Buckwheat		2.50
Rice	1.75@	2.00

AVERAGE RETAIL PRICES.

White Ash	5.75
Pink Ash	6.00
Red Ash	6.25

Notwithstanding the continued mild weather the demand in the anthracite coal trade keeps up at a merry pace, and all efforts seem to be directed toward getting coal forward to the most needy dealers, though the progress made in this direction is slow, as orders are piling up faster than coal can be shipped, and it is only the favorable climatic condition that is preventing a serious stringency at this time. Dealers at this center are making even more pressing demands than they did a week ago, as what coal has been shipped them is but a small part of their requirements, and boats are put in in number at the various receiving docks in the hope that a cargo may be procurable at one of the points to help out their trade and keep trucks and horses going. Considerable complaint is heard among the dealers at the slow arrival of coal, who say that they will sustain considerable loss by the idleness of their horses alone, and, coming at this season of the year, when more active delivery is looked and preferred for to recoup from the summer dullness, makes it doubly hard. While this may be true, it is not thought that one consuming territory is any worse off than another, as all are short, and it will take some time before the companies catch up at the present rate of production, which is still more or less hampered by the shortage of men and a scarcity of cars. While the demand may be stronger in some instances for a particular size, all grades and sizes are short, even to the steam coals, and prices are in consequence very firm. Indeed, buyers are urging shipments regardless of price and we know of one or two cases where \$5.00 and \$5.25 a ton for stove coal was paid to middle men where prompt delivery was guaranteed. The companies, however, are not asking more than the list figures and are dividing their tonnage up to go around in as fair a proportion as possible. Reports from the East are that a large amount of coal is wanted there, with but small arrivals so far and buyers are beginning to show a restiveness as to the possibilities of getting enough coal to meet their daily wants. At the close of the strike this territory was rather dilatory in placing their orders in the hope that prices would weaken, but this feeling seems to be entirely eliminated now and are asking for coal on any terms.

The Atlantic seaboard soft coal trade has been a little easier than it was, but the bad car supply has commenced to produce a shortage which, if not relieved very soon by large empty car delivery at the mines, will put the soft coal trade in bad condition very soon. The reports are that the Pennsylvania railroad has simply taken most of its cars and put them into the anthracite region, without considering the bituminous needs. It is said that certain favorites are receiving better car supply than others, but even they are cut down and the general trade is suffering greatly. This may be a policy of the railroad when it saw the lower class of coals getting easier as to price and its supply, taking away the cars from those shippers and sending them where there is more freight paid, to the anthracite regions, and possibly a demand which exceeds the production. There have been some rumors of an effort by one company to corral the contracts they now hold for next year at a price that would indicate that the prices named were fictitious. However, the rumors have been reiterated by people of good authority, and as this concern has done some wild things before, it therefore makes a possibility out of the matter. It is thought it might have a temporary effect upon the market, but would not affect it long. The shoal water port orders are still with the shippers emphatically. All orders of this class that have not been cleaned up are making very large demands, and if ice should make soon many of them would be in short supply for the season. Trade in the far East is fairly easy, though a great deal of coal could be placed there on old contracts. Trade along the Sound is feeling the car shortage severely, taking all the coal it can get of the better grades and a good deal of the lower grades. New York harbor trade is taking about its usual amount of coal and, whereas, it is not particularly easy, it is getting its full share of coal at this time. All-rail trade is calling for all the better grades it can get and is endeavoring to increase its supply of them, though producers are feeling, with the great cut in car supply, that instead of increasing this tonnage it ought to be reduced.

Transportation from mines to tide is irregular—over some roads better and on others slightly worse. Car supply is very poor over the Pennsylvania railroad, and fair over the Baltimore & Ohio.

In the coastwise vessel market vessels have run in to the lower ports in a little better supply than last week. Coastwise rates of freight are quoted from Philadelphia as follows: To Boston, Salem and Portland, 75-80c; Providence, New Bedford and the Sound, 65-70c; Wareham, 85c; Lynn, 85-90c; Newburyport, 95c; Portsmouth, 80c. The further lower ports are 10 to 15 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.90 on the better grades. New York harbor, \$2.50-2.75 on the cheaper grades and \$2.75-3.00 on the better grades of coal. Alongside prices, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

NOVEMBER 27, 1900.

There is a fine demand for soft coal and all members of the trade are well pleased with the state of things, as well as the outlook for the winter, as it is now held that the demand will be pretty sure to remain good all the season through.

This means, quite as much as anything else, that general business is very good and promises to remain good. Since the election there has been a wonderful revival of business all through this section and there is reason to expect that it will last.

The condition of the iron trade is attracting the coal interests especially. It is found by coal shippers who have been studying the condition of the coal supply on the lake docks that there is not anything like the amount of ore brought down to the lower lakes that will be needed this winter. One coal shipper is certain that there will not be a pound of ore on the Lake Erie docks by the opening of navigation, and the eagerness of ore shippers to keep the fleet going as long as the weather will permit is evidence of the same sort.

Soft coal shippers are badly hampered by the prevailing car shortage. They find it very hard to get their coal moved at all promptly, and after that they dislike the new steel cars, especially as they must be unloaded over the top mostly with a shovel. When one freezes up with a load in it is about impossible to get anything out of it, unless there is a trestle to handle it on.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars; steamboat fuel, \$2.80, delivered on board.

There is the same rushing demand for all sizes of hard coal as formerly, with no letting up looked for right away. The roads have been even longer than usual getting back to business since the strike ended and business is by no means back to its normal amount.

The lake shipments of coal are coming to a close, despite the eagerness of the shippers and receivers to make a good showing yet. The total is less than last week, being 56,125 tons, distributed as follows: Milwaukee, 20,550 tons; Duluth-Superior, 7,850 tons; Sheboygan, 7,750 tons; Chicago, 7,400 tons; Manitowoc, 4,300 tons; Gladstone, 2,700 tons; Racine, 2,450 tons; Bay City, 1,225 tons; Toledo, 1,200 tons; Garden Island, 700 tons (soft).

This shows a surprising prominence of minor ports for the last week in November. It shows that these ports are very short and have done some hard work in the begging line for coal.

There will be no more regular freight rates. Some coal will go yet to Lake Michigan, and there was a charter made on Tuesday for Marquette, to be loaded at the Ohio rate, which was stipulated not to be less than \$1.00. Lake Superior business from the lower lakes is supposed to be at an end now.

The cargoes for Toledo this week are having a terrible time. The schooner Maumee Valley, with Lackawanna coal for Toledo, went down off Point Pelee and drowned her entire crew, and the Reuben Doud, with a similar cargo, is ashore in the same vicinity. The barge Board of Trade, with a Toledo cargo, is also lost.

Anthracite prices: Grate, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.75, all per gross ton on cars at Buffalo or Suspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagons, with \$1.00 additional for delivery.

J. R. Van Evera, representing the Pickands-Mather coal interests in Marquette, is in Buffalo, looking for more shipments. He says that there is plenty of soft coal in his town, but a bad shortage of hard coal.

Among other coal men in town this week was George T. Calvert, of the leading firm of J. Calvert's Sons, Detroit.

There is great eagerness for coal tonnage on the part of shippers who have any coal to go, but the vessels are afraid of the weather.

KANSAS CITY, MO.

NOVEMBER 28, 1900.

"Continued fair and warm with variable winds" is the standing advertisement that your Uncle Samuel is keeping in the Kansas City daily papers, and if he does not get reduced rates by reason of not changing the form daily he is not a good manager.

October slipped away without so much as a freeze, however slight, and November has tried real hard to do the same thing, with good success. Our skies have been occasionally swept with the tail ends of other people's storms, and the coal man has on numerous occasions said, "Now she's coming," but she didn't come. We have had the north ends of south winds and the south end of north winds, but there was no difference in them. Providence has not tossed us a single genuine blizzard, and the sport it must be deriving out of the coal men should have plenty of width and depth. An Irish prospector at Joplin sold an apparently worthless claim for a small amount and was chagrined to find that the purchaser struck it rich after the first two additional feet were uncovered. The Irishman said this taught him a lesson. He would never abandon another claim till after he had driven it two feet further. The coal man is having this lesson to learn. About the time he loses heart completely and resolves to "clean up" and stop buying, that is just the time when he should be digging two feet further, because what one coal man is doing is a mighty fair index of what all are doing, and whenever Providence catches them napping at this time of year, that is just when it plays its severest joke.

There is really nothing new in coal circles here. Trade is moderate and prices are holding very well.

It is rumored that the Consolidated Farmers' Coal Co., at Higginsville, have sold all their properties to a syndicate, but the rumor does not go far enough to say who is in the syndicate.

A Topeka coal firm has offered to the citizens of Atchison to sink a shaft to its 36-inch vein of coal for a cash bonus of \$100,000 together with all coal rights.

Operations have been commenced for opening a vein of coal that is supposed to underlie land at Kempton, Berks county, Pennsylvania.

CHICAGO MARKET.

It is now generally conceded that the ports on the upper and lower lakes will be short of dock coal, and especially so of anthracite. With only five days more of navigation, it is not expected that enough boats could be loaded and started on their voyage to make up the deficiency. So far as regards marine insurance, navigation on the chain of lakes closes at noon, December 5, for the year 1900, but it is quite probable that stanch vessels will continue to run until thick ice closes the Straits of Mackinac, though they will, of course, do so at their own risk. Anthracite coal has been received by lake at Chicago as late as December 25.

Anthracite coal in this market is in short supply, both lake and rail, and is actually shorter than when the strike ended, some five weeks ago. This has been produced by a combination of circumstances, the principal of which are, the water scarcity at the mines in Pennsylvania, restricting the output by the inefficiency of the steam boiler pressure, and the serious gales on the lakes during the month, which have so impeded traffic that long delays have occurred between the shipment of coal and its receipt by the consignee at the various ports. So that it can be thoroughly understood by our readers why complaint is so prevalent of the shortage of anthracite, not only here, but at all other ports on the upper and lower lakes. There is a continuously steady demand for rail coal, and supply scant, with prices firm, at \$6.00 f. o. b. Chicago or group points. The advance in prices at the mines has not as yet affected the Western market, though there is no telling when it may, but it is not expected. Retail trade is moderately fair in small lots of a ton and upward, at \$7.00 for all sizes.

Bituminous coal is in moderate demand locally and from nearby and suburban towns, but it lacks the snap and activity which can be imparted only by steady cold weather, such as should obtain at this time of the year. Of course the influence of the near approach of the holidays will in a measure account for the decreased inquiry for steam coal, though for the present there is a fair consumption. Fine coal of all kinds is in superabundant supply and prices are at the mercy of the buyer. Eastern coal of all kinds is in better supply generally, but there is as yet, despite the nearness of close of navigation, no surplus and only a very limited amount of free coal. With shipments shut off from Lake Erie, it is expected a large tonnage will be released for the Western trade and that by the middle of December a much easier situation as regards prices will be noted. Western coal generally cannot be said to hold its own where price is concerned, and those given below are largely nominal.

Coke for foundry and general metallurgical purposes is in fair inquiry and prices reflect the improvement so notable in the iron market.

WHOLESALE PRICES PER NET TON BY CARLOAD F. O. B. CHICAGO.			
ANTHRACITE COAL.		BITUMINOUS.	
Grate.....	\$6 25	Carterville washed nut.....	\$2 25
Egg.....	6 25	DuQuoin.....	2 50
Stove.....	6 25	Wilmington.....	2 50
Nut.....	6 25	Spring Valley.....	2 50
Grate from yard or dock.....	6 25	Riverton, Marion } and similar grades } ..	2 35
Egg, stove and nut from dock or yard.....	6 00	All Spgfd. district } ..	2 25
Domestic sizes at retail..	7 00	Penwell and Pana } ..	2 25
		Alton district.....	2 25
BITUMINOUS.		EASTERN COALS.	
Brazil Block, Ind.....	2 80	Pocahontas } ..	
Sullivan county, Ind.....	2 25	Maryland } Lump and	
Sullivan county, Ind., nut.....	2 00	New River } Egg.....	4 00
Island, Ind.....	2 35	Ocean } ..	3 50
Island nut.....	2 00	Montana.....	3 40
Coxville, Clinton, etc.....	2 00	Winifrede Splint.....	3 40
Hocking Valley, Ohio.....	3 00	Thacker ".....	3 40
Carterville, Ill.....	2 50	Raymond ".....	3 40
		Mammoth ".....	3 40

CONNELLVILLE, PA.

NOVEMBER 27, 1900.

The Courier says: "The production of coke in the Connellsville region last week regained what it lost the previous week and added 2,000 tons to the steady increase that has marked the last few weeks. When production begins to climb well over 150,000 tons a week and shipments keep pace with it, little complaint can be found with the coke market. Shipments last week were over 700 cars greater than they were the previous week. Nearly all of this was to Western points, where the furnaces are going into blast. Resumption the past week of the National Steel Co., at Mingo Junction; the Republic Iron & Steel Co., at Youngstown, and four stacks at Sharpsville, in the Valley will add greatly to the demand for furnace coke.

"Furnace coke is quoted at \$2.00 and foundry coke at \$2.50-3.00. These figures are for standard Connellsville."

Freight rates per ton 2,000 lbs. from the Connellsville region which includes any part of it, to the principal points of consumption are as follows:

To Pittsburg.....	\$0.75	To St. Louis, Mo.....	\$2.90
To Mahoning and Shenango Valley.....	1.20	To East St. Louis.....	2.50
To Cleveland, O.....	1.50	To Cairo, Ill.....	3.00
To Buffalo, N. Y.....	1.75	To Joliet, Ill.....	2.50
To Detroit, Mich.....	2.25	To Peoria, Ill.....	2.50
To Cincinnati, O.....	1.90	To Baltimore.....	2.25
To Toledo, O.....	2 25	To Boston.....	3.50
To Columbus, O.....	1.55	To Montreal, Can.....	3.91 1/2
To Ellwood, Ind.....	2.50	To New York.....	2.95
To Louisville, Ky.....	2.50	To Philadelphia.....	2.25
To Chicago, Ill.....	2.50		

PHILADELPHIA, PA.

NOVEMBER 26, 1900.

The anthracite coal trade continues very active and the greatest difficulty seems to be to get the coal forward fast enough to meet the present needs of the trade, which are large. Practically all the dealers' yards are bare of coal and, while they have unrestricted orders in the hands of one or more of the companies for larger amounts than they require, they are getting only barely enough to eke out from day to day. It is thought by some of the trade that unless stocks are increased somewhat before colder weather sets in considerable distress will be felt by consumers in this territory and along the line generally. A little better tonnage has been produced during the week at the mines, though there is still more or less restriction, on account of a shortage of miners and car supply, but this extra tonnage is more than taken up by the demand, leaving the market in a stronger position than it was a week ago. Prices naturally are very strong, and there appears no questioning of the present quotations, and, while it is doubtful if the present list figures will be increased, there is some talk of advancing prices along the line 25 cents a ton on the first proximo. Trade eastward is very active, though shipments in that direction have necessarily been limited, owing to the large demand from the head of the lakes and inland points, which have to be supplied at least in a measure before ice makes. Steam coals are active and short in supply and this condition will likely continue throughout the winter, as there is little chance of the companies accumulating any stock now.

The soft coal trade, which was a little easier the first of the week, again shows a considerable pressure for coal, due to the small shipments that have been made by reason of the shortage in the car supply. The Pennsylvania railroad has given shippers over their lines but very few cars for some days, and even the favorites seem to be cut down more than they have been yet, and it is said that unless the situation is improved shortly consumers will be in a bad way for coal to keep their mills running, as many of them are already suffering. The shoal water port orders are still in evidence and, judging from the rate that shipments are being made to them, some of them will go short into the winter. The far East is calling for a fair amount of coal and is in little better shape as to supply than points this side of the cape, who are feeling the short car supply very keenly. All-rail trade is large and is asking for more coal than can be given it at the moment.

Transportation from mines to tide is uncertain, and coal frequently takes from one to two days and sometimes twice the schedule time to run through. Car supply is very poor over the Pennsylvania railroad, and not up to requirements on the Baltimore & Ohio.

In the coastwise vessel market vessels are in better supply in the last few days and rates a little easier. We quote as follows: To Boston, Salem and Portland, 75-80c; Providence, New Bedford and the Sound, 65-70c; Wareham, 85c; Lynn, 85-90c; Newburyport, 95c; Portsmouth, 80c.

SAN FRANCISCO, CAL.

NOVEMBER 22, 1900.

Since the Alameda left four cargoes of coal have arrived here from Newcastle, N. S. W., viz.: Lamoriciere, 2,500 tons; Pericles, 2,600 tons; Sokoto, 3,127 tons; Cawdor, 3,331 tons; total, 11,018 tons. Not over five vessels are due here from Newcastle prior to December 31 proximo, with a capacity of 14,000 tons, hence our present fuel needs are but little aided from Australia. The engaged Colonial coal list has diminished to twenty-eight vessels, of a carrying capacity of 83,000 tons. Each succeeding month shows a shrinkage of coal freights. In August last the tonnage list for here footed up over 140,000 tons (forty-five vessels). But few new charters are being reported. Disengaged tonnage in Australia is scarce, and the present delay at Newcastle deters ship owners from seeking business. Some of the colliers cannot supply new arrivals inside of three months, and most of the mines have contracted for their entire output into the middle of 1901. It is a question what will be the ruling prices for coals at Newcastle next year, and it is questionable if any established figures will be maintained. They will vary if the present brisk demand continues. The coast mines are keeping consumers fairly well supplied, and the deficit is made good by fuel oil, which is now being utilized by some of our largest factories, which they are enabled to do at a marked saving in cost. Full prices are demanded, and paid, for the northern coals, and for domestic uses extreme rates will rule all winter.

CINCINNATI, O.

NOVEMBER 29, 1900.

There are many disappointed persons in this city this week. They have been waiting for months for a rise in the river on which to bring coal down, for coal coming down the river has always meant lower prices. This time it is not so. Millions of bushels of fuel have been marketed on the rise in the river, but the dealers of this city met about the time the first coal came in, and decided to hold to the prices that have been current for some time. As a consequence the retail business has been rather dull for a few days. The people are still waiting for lower prices. Fortunately the weather has been favorable for waiting, but a few cold days will bring out the orders for house coal, even at what are considered by the buyers very high prices. Although a great deal of coal was brought down the river, comparatively little was stopped here by the Pittsburg combine. They are anxious to get as much coal as possible south as soon as possible. There is a tremendous demand at New Orleans for any kind of coal, and, of course, Pittsburg fuel answers all requirements. The Kanawha shippers left a great deal more coal here in proportion to the amount they got out than the Pittsburgers did. Both Kanawha and Pittsburg lump sell rapidly at 7 1/2 cents a bushel, and nut and slack is worth 5 cents a bushel by the barge load. The shipment on the river seems to have had no appreciable effect upon the railroads. Rail shippers report good business and say they have more orders than they can get cars with which to fill them. Lump is worth \$2.30 to \$2.50 here, mine run \$2.10 and nut and slack \$1.50 to \$1.65. Anthracite is now selling at \$6.75, delivered to any part of the city, while soft coal is still worth \$2.75 and \$3.00 in the central part of the city and 25 cents more for longer hauls.

IMPORTANT ANNOUNCEMENT.

Being desirous of furnishing to its subscribers as comprehensive a weekly record of the activity in the coal world as possible, the BLACK DIAMOND has appointed as its Eastern traveling correspondent a journalist of many years' experience, who may be relied upon to furnish a weekly news budget which will not be merely interesting, but moreover a necessity to every wide-awake coal dealer. As the interest in the doings of the New England trade commands the greatest attention, special attention will be devoted to this field in the future. His first letter, from New Haven, Conn., an important coal center, will be found in this issue.

SEATTLE, WASH.

NOVEMBER 26, 1900.

The coal shipments from here for October were all coastwise, which, of course, means San Francisco and Oakland, and amounted to 46,246 tons, worth \$138,738.

The Seattle & San Francisco Railway & Navigation Co. is still in the hands of a receiver, but reorganization of the company is expected to take place shortly, which will place it on a better financial basis.

A more or less shortage of coal continues and demand exceeds current supply.

BOSTON, MASS.

NOVEMBER 27, 1900.

Apparently the dealers are about to face a crisis in anthracite, the demand for which is far in excess of the supply. This is due to lack of water supply, shortage of miners and the numerous petty strikes, all of which have affected the output and reduced it below the normal. Then, again, the rush of coal to the lakes, where it must be received before the close of navigation or not at all, has also had its effect on the receipts here. Another reason given for the delayed shipments is lack of coal cars and motive power. Should severe weather set in there is little doubt that the shortage of coal will be seriously felt in all directions here, because stocks are so light.

There is a fair supply of soft coal, but it is not of very generous proportions and all prices are held steady at circular.

PITTSBURG, PA.

NOVEMBER 27, 1900.

The long looked-for rise in the river has come at last and the River Co. hopes to get about 15,000,000 bushels started southward before the river falls. The one disturbing feature was the strike of the engineers. The engineers on the sand dredgeboats want \$100 a month. They now receive \$90. The second engineers of the lower tow boats want \$125 a month below the Louisville falls, running time, which is the same wages as chief engineers get. They also want \$100 a month straight from Pittsburgh to Louisville, and the same wages in the pools of the Monongahela river. The board of directors of the Monongahela River Consolidated Coal & Coke Co. refused to sign the wage scale submitted by the engineers and the strike was ordered. Enough men have been found so far to take care of all boats that could be sent down the river, and the strikers feel rather blue in consequence.

Captain I. N. Bunton, of the River Co., is reported as saying: "The river operators can ship fuel much cheaper to the port of New Orleans by water than the same can be sent to Eastern seaports by rail. As the carrying rate of freight steamers from New Orleans to Europe is the same as from Baltimore, Philadelphia or other Eastern ports, the cost of shipment from Pittsburgh by the all-water route will be much less than by the other way."

Possibly the most important of the recent deals in coal lands is that consummated by A. H. Levy, of Hamilton, Canada, who secured options on sixty tracts. He has filed a bond for the purchase money, to be paid after the titles are approved.

The New York Central railroad, confident of a boom about Altoona, is running a thirty-mile line into the region from Hillsdale to Indiana, tapping a field of great richness. The Pennsylvania is running a new line through the Blacklick region. The Buffalo, Rochester & Pittsburgh railroad, a feeder for the New York Central, has arranged to open up hitherto undeveloped territory in the Dubois region. Nearly 100,000 acres in that field are to be opened within six months. The big operating company in this field is the Rochester & Pittsburgh Co., a concern which has been active in large purchases within the last two weeks. The new holdings of this company alone, secured in two weeks, are estimated to comprise a little less than \$500,000.

It is reported that the Pittsburgh Coal Co. has under advisement a plan for the establishment of a fleet of coal carriers to ply the Atlantic, and for the building of seaboard and foreign docks, so as to enter foreign markets on a larger scale with its product. Despite the fact that some of the product of this company has been shipped abroad during the past summer, the company has never assumed the responsibility of shipment beyond tidewater, all quotations to foreign interests having been made on that basis. The uncertainty connected with securing bottoms for the shipment of bituminous coal has prevented the company from chartering vessels. Some months ago the advisability of establishing such a fleet was looked into by John D. Nicholson, a director of the company, and he returned enthusiastic over the feasibility of the scheme. At the present time Pittsburgh coal is delivered in London at something less than \$6.50 a ton, which is almost \$1.00 more than the price of British coal. Controlling its own fleet, however, the company can reduce considerably the cost of transportation and the Pittsburgh product will be better able to compete with British coal.

A cablegram says: The Russian minister of agriculture, M. Yermoleff, after visiting the coal deposits recently discovered on the Black Sea coast, in the government of Kutais, estimates that they will yield 1,640,000 tons annually for over sixty years. He considers the quality excellent.

ON THE WING.

Mr. G. W. Bunn, of Waterloo, Iowa, called upon friends in the coal trade of Chicago this week.

Mr. Sam Stanley, with Cox & Bros. & Co., incorporated, Chicago, went East to eat an old-fashioned Thanksgiving dinner.

Mr. S. K. Yeakel, Polo, Ill., was in Chicago this week, visiting around among the coal trade, and called at the office of the BLACK DIAMOND.

J. W. Peterson & Co. have succeeded to the coal business of E. G. Harz & Co., 537 North Clark street, Chicago, Mr. Harz having recently died.

F. B. Newell & Co., 355 Dearborn street, Chicago, are now receiving coal from new mines in the Hocking valley, at Gloucester, Ohio, in which they are interested.

The Delaware & Hudson Coal Co.'s property, fronting on the river at Buffalo, is one of the most valuable pieces of land along the river front and is having considerable improvement made on it.

Our Pittsburg, Pa., correspondent states that it is strongly rumored in coal circles that the Pittsburg Coal Co. will ship a very large amount of coal to France. The contract is said to represent \$2,500,000.

The Universal Fuel Co. (the Leiters), Chicago, at the experimental coking plant, at Iron and Thirty-fourth streets, is about to make a test of the lignite coal from Senator Washburn's Wilton mines, at Wilton, N. D.

With the new 65 per cent contract practically closed with the individual operators and a fair percentage of this tonnage bought up by the railroads, it looks as if the proposed Delaware Valley & Kingston railroad was a thing of the past.

We greatly regret to announce the death of Mrs. Mary Kelly, the widow of M. J. Kelly, and mother of M. R. Kelly and James J. Kelly, both of whom are prominent members of the coal trade in Chicago, and well known throughout the Western States.

Mr. W. S. Bogle, president of the Crescent Coal & Mining Co., the Rookery, Chicago, who has just returned from New York City, reports "the anthracite trade good in all directions, cars are scarce and the producing companies are much behind on orders."

The many coal men at 1 Broadway, New York, will no doubt regret to learn of the death of Mr. Hartman, who for years has catered to the wants of the coal trade through his restaurant, and by whom he was highly esteemed as a restaurateur.

Some Milwaukee shippers have expressed their opinions freely as to the condition of the coal supply there, and say that if coal does not arrive any faster by lake they will be obliged to have anthracite all-rail by January 1, 1901, to supply the local trade.

Reports current through the daily press that several of the anthracite companies had advanced their price 75 cents a ton, making it \$4.00 f. o. b. breaker, is not correct. The price referred to applies only to the trade for local consumption at the mines.

The Baltimore & Ohio railroad are now at work on a new pier at St. George, S. I., which, when completed, will greatly facilitate the handling of coal at this point. The work is being rapidly pushed forward, and it is expected will be in operation in sixty days.

T. Hoysoy, chief of the Bureau of Mines, and Kimpachi Kameo, a mining expert, representatives of the Japanese government, have been in the anthracite mining region for some days during the week to make an inspection of the methods of mining employed in this country.

Reports from Boston are to the effect that the market there is practically bare of coal, and with little arriving from day to day. Most dealers are getting anxious over the situation, as they realize that outside of a short coal supply interference in shipping from storms have to be figured on, and orders are offered with premiums for prompt delivery. The shoal water ports are also making a loud call for coal, and say that if ice will make soon they will be obliged to go into the winter short of supplies.

Messrs. Owen & Co., who have recently opened offices at 11 Broadway, New York, so as to be in a better position to handle their wholesale trade, we understand, are arranging to take up the export trade quite extensively, and have already made a shipment to Santos, Brazil.

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The pioneer six-masted schooner George W. Wells, which sailed from Philadelphia with 4,729 tons of coal for Havana, made the remarkably quick time of six and twelve hours between these two ports. This rather demonstrates the success of the six-masters, as the voyage is equal to that made at times by some tramp steamers.

**

Capt. Sam T. Brush, president and general manager of the St. Louis & Big Muddy Coal Co., Carterville, Ill., was in Chicago this week and made a pleasant call at the office of the BLACK DIAMOND. He said: "Everything was running smoothly and we are now getting out more coal, working eight hours a day, than we did when ten hours constituted a day's work."

**

It is currently reported that Mr. James P. Walsh, who has been sales agent of the Pittsburg Coal Co., Pittsburg, Pa., has been promoted to be general sales agent, which is one of the most important positions in the company. Mr. Walsh's genial, pleasant and whole-souled comradery has made him one of the most popular coal men on the whole chain of lakes.

**

There has been some aggressiveness shown during the week by several shippers in the naming of figures on bunkering trade that are considerably below the association prices. This would indicate that this business will be keenly competed for this year, and we hear of changing around of contracts into hands that have heretofore not made any bid for this business.

**

A special dispatch from Pittsburg, Pa., to the New York Commercial, says: "Henry Dellimasse, Nantes, France, has closed a contract with the Pittsburg Coal Co. for 450,000 tons, delivered at Baltimore. The concern has contracted to supply the London Gas Co. with a winter supply, and is bringing its gas coal to the attention of other gasmakers in Europe."

**

The Pennsylvania Railroad's recent acquisition of the Western New York & Pennsylvania Railroad Co. has rendered it necessary for that great system to secure additional real estate at Buffalo, where some 300 acres have been bought adjacent to the site of the new steel plant at Stony Point. The price paid, as indicated by the revenue stamps on the deeds, was \$293,429.

**

Mr. S. C. Schenck, of Toledo, Ohio, who, we regret to say, has been ill at St. Luke's Hospital, New York, is reported convalescent. While in New York on business, some three weeks ago, he was taken suddenly ill, which necessitated an immediate operation, and his recovery has been very slow. Hosts of friends will be glad to hear that he is on the high road to complete recovery.

**

The Brazilian Government is still in the market for 120,000 tons of coal for the use of the Central Brazil State Railways. How long the opportunity will exist for the submitting of bids the information from London or Rio de Janeiro does not state. On account of the high prices for coal in England this season it is believed the authorities are waiting to see what other fuel is offered to them.

**

As the result of a landslide at Shinnston, Harrison county, West Virginia, five coal mines were completely destroyed. The strata of limestone above the coal had been cracked, and all above that, some twenty feet, for half a mile, was precipitated into Binghamon Creek, 100 feet below. Many of the boulders in the avalanche were thirty feet long and ten feet thick. The mines were idle at the time, so that no lives were lost.

**

The past week has seen two more of the New York retail yards closed up—that of T. H. Thorn & Co. and C. E. Mott—the former firm now supplying their trade through H. L. Herbert & Co. and the latter by Moquin-Offerman-Heissen Buttel Coal Co. The rate at which the interior yards in this city have been forced into desuetude would indicate that in the near future all the coal will be supplied by the large water-front plants.

**

All the anthracite companies are overwhelmed with orders, and seem to be pretty much at sea as to how best to satisfy everybody. It seems to be a case of making a million tons go around where five million tons are needed. Most of the shippers have enough orders on their books to keep them going until January 1 and are refusing to accept any more orders. Line trade is still bare of coal, while a large fleet of boats and barges are waiting their turn for cargoes at the various shipping piers, with little prospect of being loaded for at least a week or more. Premiums are gladly offered where prompt shipment can be assured.

The Eleanor A. Percy, the second six-master launched, and who has the distinguished honor of being the largest fore and aft vessel afloat, arrived at Newport News after having completed her maiden trip, where she is to load 5,500 tons of coal for Boston. This, it is stated, will be the largest cargo of the kind ever carried coastwise by a sailing vessel. The success of the two six-masters built has created some talk of building a seven-masted schooner.

**

With the compliments of E. S. Van Sant, coal and coke agent of the Baltimore & Ohio railroad, Chicago, comes a handsomely illustrated 12-page pamphlet, entitled "Curtis Bay Coal Pier" of the Baltimore & Ohio railroad. Eight million feet of Georgia pine were used in its construction. The approaches, train yards, steel drop-hopper coal cars, special engines, etc., cost many millions of dollars. The pier is for supplying the domestic and export trades.

**

Hot or cold air will be turned on from spigots to regulate the temperature of a house as we now turn on hot or cold water from spigots to regulate the temperature of the bath, during the coming century, says December Ladies' Home Journal. Central plants will supply this cool air and heat to city houses, in the same way as now our gas or electricity is furnished. Rising early to build the furnace fire will be a task of the olden times. Homes will have no chimneys, because no smoke will be created within them.

**

President Irving H. Wheatcroft, of the Wheatcroft Coal & Mining Co., Blackford, Ky., was a visitor in Chicago last Saturday, November 24, and made a pleasant call at the offices of the BLACK DIAMOND. He informed the writer that he has opened new mines on the Kentucky Western railroad, of which he is president and general manager. The vein of coal is No. 11, 74 inches thick, and is a very superior quality of blacksmith's and coking coal, below which is a 58-inch vein of excellent domestic coal, which are to be developed shortly.

**

A correspondent in Altoona, Pa., reports that an industrial boom unprecedented in the history of that section has followed the restoration of the confidence in the mining world, consequent upon the re-election of President McKinley. Purchases of coal lands and options over the Central field since November 6 will aggregate something over \$1,000,000. The output of collieries in operation, which had decreased during the recent campaign, is exceeding all previous records. Options for thousands of acres went begging a month ago, but not a single acre in that section is on the market now.

**

In connection with the organization and incorporation of the Los Angeles & Salt Lake road it develops that John W. Gates, of Chicago, is a leading member of a syndicate which has quietly secured options on vast tracts of coal and iron lands which will be tapped by the new road. Agents of the Gates syndicates went into the iron country in southwest Utah a short time ago, when the road was being agitated, and took options on thousands of acres of both kinds of land. It is said that they contemplate building vast steel plants in the vicinity to supply the coast and oriental trade by means of the new route.

**

President Fred Wilms, of the Wabash Coal Co., Quincy, Ill., is, as he should be, proud of the fine modern yards the company owns in that city. The plant covers half a block, and it is up to date in all respects, with switch tracks to accommodate some fifteen cars. Between the tracks is a building, 80x48 feet, which contains the coal pockets, with a double driveway through the center, where the delivery wagons are loaded. In the rear is a large two-story barn, 70x40 feet, of stone and vitrified brick, in which are stalls for ten horses, and two box stalls, for veterinary purposes. It is perfectly drained, warm in winter and cool in summer. The office building is commodiously fitted up, with every requisite. No wonder Fred carries his head a trifle higher and feels elated. Good reasons therefor.

**

A correspondent at Duluth, Minn., reports: "Arrangements are now being completed for the construction of steel ships on the lakes on a large scale for ocean service. These ships will not be limited in size to the length of new Canadian canals, but will be of any length wanted by buyers. Six or seven large and completely equipped yards on the lakes are in the scheme. The lake shipbuilders have now drawn plans for ships of from 350 to 650 feet in length, but of no greater width than 43 feet, which they have submitted to ocean shipowners. They have also submitted their designs to the bureau of navigation, and it has been approved. The plan is to build ships of a greater length than the present locks will carry, in sections, join them temporarily in the ship yard, run them down the Great Lakes and to Montreal, and then put them together. Orders for several vessels have already been placed for construction this winter.

Export trade is not quite as active as it was, though there are abundant indications that efforts will be made in the coming year to develop this trade very materially. With the English and Welsh products declining in price, it is hard for the American coals to compete, with the present transportation facilities and high rates of freight prevailing (26 shillings to Genoa, Italy), but it is thought this can be overcome to a great extent by the additional facilities that are new under progress at Newport News and Baltimore to handle the product, and the building of new vessels now going on at Sparrows Point and Camden yards for the Atlantic Transport Co.

**

It is reported that S. O. Edison, a cousin of Thomas Edison, of Menlo Park, N. Y., the electric expert and inventor, has built a factory at McCanna, Grand Forks county, N. D., in which he purposes to make fuel out of hay and straw which will equal in heating properties any coal in the market. J. B. Streeter, of Larimore, N. D., who has seen and burned the fuel, says: "It has proved satisfactory and is an excellent substitute for wood and coal. The straw or hay is boiled to a pulp, much the same as in paper making. It is then treated with chemicals, placed in molds, pressed and, when dried, is ready for the market. Two sizes are made—furnace and stove—and the fuel, it is claimed, can be sold at one-half the cost of coal."

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According to the *Pittsburg Commercial-Gazette*: "Pittsburg, West Virginia, Erie and New York capitalists have formed a new export coal and transportation interest, which will ultimately invest about \$5,000,000 in mining, coking and railroad and river transportation. These interests have purchased upward of 25,000 acres of drift coal property along the Little Kanawha river in West Virginia, the tract taking in every foot of the marketable coal along this river. They have purchased the Little Kanawha railroad, now in operation for a distance of thirty-one miles along the river, and connecting Parkersburg and Palestine, W. Va., and will extend this seventy-eight miles up the river through the coal tract and the new famous Copley oil field, to Burnsville, on the Pittsburg & West Virginia road. A large number of slope openings will be made into the coal, an extensive group of coke ovens erected, a fleet of river barges and steamers built and operated, and most of the product of the mines will be sent down the river to New Orleans and exported. B. E. Cartwright, of Ridgway, Pa., who as general manager of the Pittsburg Shawmut & Northern railroad and the Shawmut Coal Co., has headquarters at St. Marys, Pa., is much interested, and is taking quite an active part in developing the scheme."

OPPORTUNITIES FOR AMERICAN COAL IN ITALY.

Mr. William E. Curtis, in a special dispatch from Washington to the *Chicago Record*, this week, says: "Hector de Castro, consul general at Rome, has been stirring up the coal shippers of the United States during his recent visit here to use their best efforts in capturing the trade of Italy, which amounts to nearly 5,000,000 tons a year, and has increased about 20 per cent during the last four years."

"The total consumption by the three great railroads of Italy," said Mr. de Castro the other day, "is about 800,000 tons per annum, of which two-thirds are bricks manufactured with coal dust from Cardiff and Newcastle. The Italian navy imports about 160,000 tons, and the Italian Navigation Co. 300,000 tons, aggregating in value about \$1,800,000."

"The price of coal in Genoa, according to the last bulletin, is \$10 a ton for steam fuel and \$7.50 for gas coal. The price will vary during the year from 28 to 35 shillings."

The coal in demand for the railroads and the large industrial establishments is the English Newport, while Newpeltion coal is used by the gas companies and the smaller trade, and Newcastle coal in the paper factories and the government shops. Some cargoes have been received during the year from the United States. The principal reasons for the limited imports from the United States are the difficulty of obtaining vessels, and the fact that the freight, which represents two-thirds of the value of the coal, must be paid in cash. The size of the coal is also criticised, as it usually reaches Italy in a crushed condition.

"The first objection is the most important, and the American operators, in order to develop the trade with Italy," said Mr. de Castro, "must grant easier settlements for the freight, say one-half cash and the other half three months after arrival. Offers generally received from Americans are cargoes of 4,000 or 5,000 tons, which are too large for immediate consumption, and the dealers do not have the capital to handle it, nor have they the capacity of storage. Genoa offers the best advantages in that respect."

"Genoa is also the best landing place. It is the nearest port to the industrial centers of Italy, and cargoes could be sold there on delivery and against bills of lading. It would be easier, however, to make contracts with railways, steamship companies and with the government for future delivery as needed. American steam coal should be sold for not more than 26 or 28 shillings in Naples, and gas coal for 24 shillings. At these prices it would soon acquire the preference in the market. Return freight can be secured at 8 to 10 shillings a ton. It would be advisable to arrange for payments in England in order to save exchange. The long existing relations between Italy and England have created conditions which facilitate trade."

The Pittsburg Coal Co., Bay City, Mich., whose mine is at Amelith, are producing excellent coal. The mine is equipped with the most improved and scientific machinery, guaranteeing safety to workmen and the expeditious mining of coal. The spur from the Michigan Central is fast nearing completion.

THE COAL TRADE OF NEW HAVEN, CONN.

(By the BLACK DIAMOND's Traveling Correspondent.)

NEW HAVEN, Conn., November 28.

New Haven, one of New England's busiest coal marts, is still suffering perceptibly from the effects of the recent strike. In fact, the sole topic of conversation among the trade is the scarcity of anthracite coal. The wholesale dealers aver that the danger point is passed, but the retailers are not quite as sanguine. The latter opine that a severe spell of cold weather would certainly cause nothing short of a coal famine. Visible stocks are very small and the situation at best is critical. Every dealer complains of the slow movement of coal from the West, and there are a number of retailers who frankly admit that they are out of certain kinds of anthracite coal and could not deliver a ton of these at any price.

Due to a very unsatisfactory water frontage and other deficiencies in the facilities for handling large stocks, New Haven will always suffer severely under the slightest stringency of the market. As compared to the actual amount of coal traded by New Haven dealers, the stocks are at all times unproportionately low. The wholesalers have little or no stock at all. Mr. John G. Manson, of Benedict, Downs & Co., one of the leading houses in the wholesale trade, said to me: "We carry absolutely no stock at all, or, in other words, our stock is always afloat. This obliges us to anticipate the wants of our trade and deliveries at the very moment when they are required." The three wholesale dealers of New Haven—Benedict, Downs & Co., Williams, Wells & Co. and the Benedict & Pardee Co.—by no means confine their field of activity to New Haven and its immediate vicinity. As a matter of fact, they cover almost the entire territory between New York and Boston. No factory or mill in New Haven is supplied by a wholesaler, but there are a number of manufacturing establishments in the vicinity of New Haven, "back in the country," as coal men say, who are served by the wholesaler. The reason for this is that the New Haven factories are almost without exception, situated as to necessitate the carting of all the coal they consume. Their storage facilities are of a very limited character, and they are therefore obliged to purchase from hand to mouth from the retailers. Steam plants use bituminous coal and several of the retail dealers who cater to mill and factory trade carry considerable stocks of soft coal. There seems to be a tacit understanding between the retailers and wholesalers by which all collusion between the two is avoided.

The retail market is at present very firm, and the uniform rate of \$6.50 (six dollars and fifty cents) per ton prevails throughout. Last summer the retailers were selling as low as \$4.75, and there are a few who have a large amount of advance orders to fill at the low prices of a few months ago.

The tendency among the retailers is to buy their coal direct from the wholesalers were permitted to continue, but since then no dealer has appointed though there are a number of hucksters and grocers who sell by the bushel and pail. The manager of the New Haven Coal Co. informed me that the dealers had silently agreed, some time ago, not to encourage this nuisance any longer. All those who, at the time when this understanding was reached, were regularly engaged in acting as agents for one or the other of the operator, or in the New York market. The private trade is served by the ton additional agents. The retailers appear to have a good deal of trouble in restricting, giving credit even to customers who deserve their confidence. A number of the coal men have made it a rule to charge 50 cents additional per ton on all accounts that have to be charged. Others again refuse to sell certain qualities of coal on a credit basis. The dredging and oyster boats, which are very numerous in New Haven, are supplied by local dealers, but, owing to slow collections and low prices, there is said to be but little profit in catering to that class of trade.

The largest pocket in New Haven is that installed some time ago by Spears & Co. Mr. Spears, by the way, is First Selectman of New Haven. The Spears plant is also fitted up with automatic buckets. The Levi C. Gilbert Co. have a number of smaller pockets, as have some of the other dealers. The Empire & New England Transportation Co., which caters exclusively to the coal trade, has two diggers. F. A. & D. R. Alling have the largest yard, being able to store some 14,000 tons on their premises.

Mr. F. A. Hosmer, one of the resident selling agents of New Haven, said to me: "I have counted fourteen men going out of New Haven every business day in the year for the purpose of selling coal. They do not make long trips, but solicit the entire trade within a radius of about 100 miles. I do not think that the coal consumers in any other part of the United States are as conscientiously drummed up as they are here."

At the yard of F. A. & D. R. Alling I found Mr. D. A. Alling, the senior member of the firm, and one of the pioneers in the coal business of New Haven. Mr. Alling is the first to reach the yard in the morning and the last to leave it, and is still as active as his youngest employe.

The offices of the coal trade of New Haven are all in one block, on Church street. The retailers mostly occupy stores and the wholesalers offices upstairs. The yards also adjoin each other. Notwithstanding the keenest competition, there is a feeling of amity between the various dealers, and the contest for trade is carried on in a very friendly spirit.

An industry connected with the coal trade, that of coal screens, is represented in New Haven by Edward F. Smith & Co., who are extensive manufacturers of that article.

In a later article I shall give a historical account of the origin and growth of New Haven's coal trade.

The Marseilles Manufacturers' Coal Co., Marseilles, Ill., has been incorporated and has purchased a mine south of that town to supply all the mills with fuel. The officers of the new company are W. D. Boyce, president; R. F. Knott, vice-president; John F. Clark, treasurer, and A. E. Bunker, secretary.

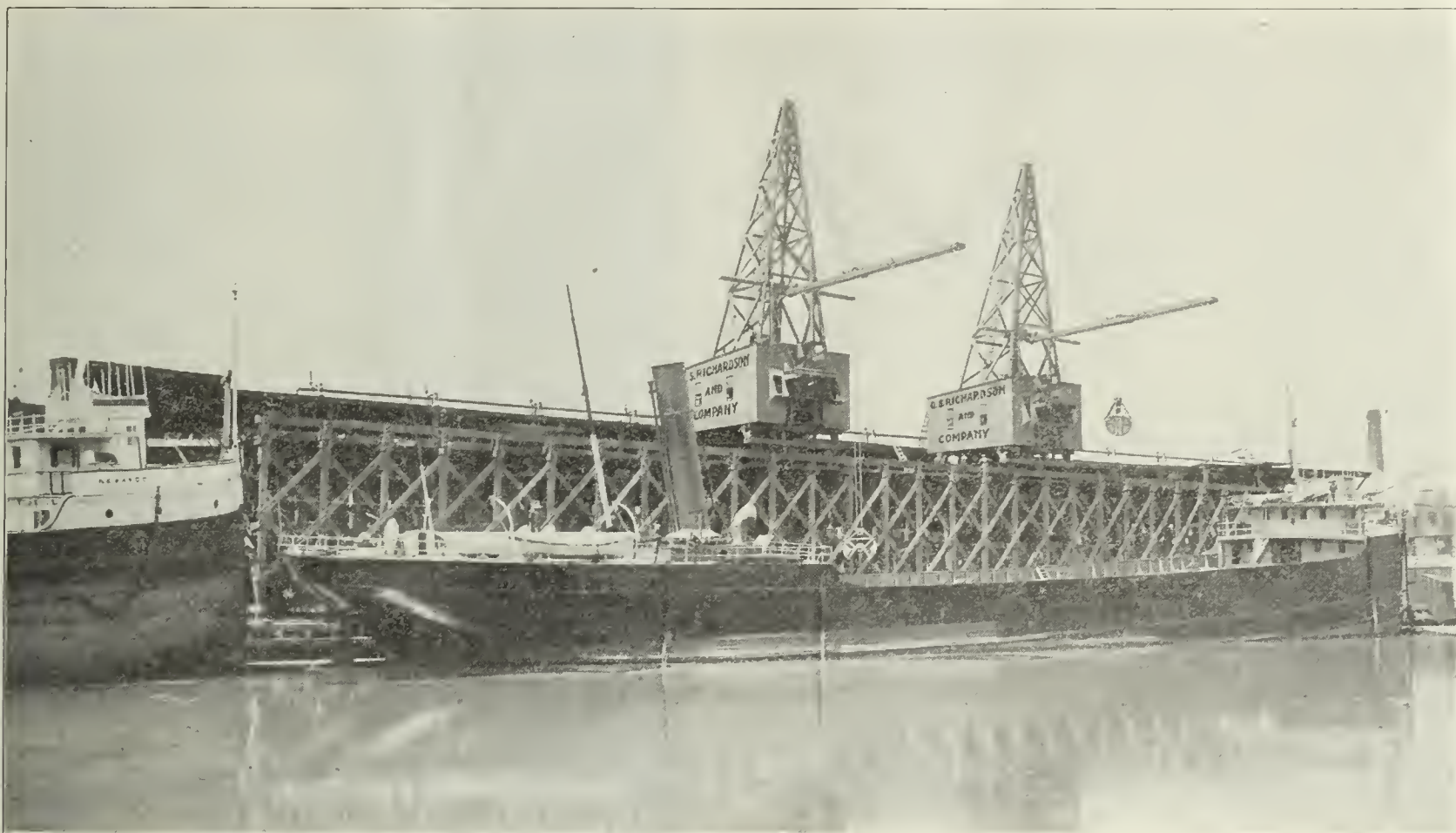
Colorado railroads, it is reported, have some 1,500,000 tons of coal already stored for their winter demand. The Colorado & Southern has over 200,000 tons piled up in Denver. In Pueblo the Santa Fe has stored 250,000 tons.; Colorado Midland, about 200,000 tons in Colorado City, while the Denver & Rio Grande has 300,000 tons at the Burnham shops and 100,000 at other points. The other roads have several hundred thousand tons at various points in the state.

DOCKS OF O. S. RICHARDSON & CO., CHICAGO.

The accompanying cuts represent different views of the Elston avenue dock of O. S. Richardson & Co., with the improvements and additions lately added thereto. The addition to the property consists of 300x250 feet, purchased by them, situated on the west side of Elston avenue, connected with their dock property by a tunnel under the street. This addition affords them

the latest improved hoists for unloading vessels, together with the boilers and engine to operate the same. The efficiency of these improvements have been demonstrated, having unloaded from one steamer 3,400 tons in fifteen hours.

The elevator and pockets for loading cars and teams are located on the property lately acquired, on the west side of Elston avenue, and the coal transferred from the dock by means of conveyors through the tunnel before



additional storage room, and has enabled them to make improvements by the erection of machinery, elevator and pockets, and thus increase their ability to handle their large tonnage with greater facility and at less cost.

The frontage on the Chicago river of 450 feet has been thoroughly

mentioned. The coal from the pockets passes over screens before being loaded in cars or teams, thus insuring their customers clean, bright coal. This property has rail connection with the Northwestern Railroad, affording means for reaching the country trade.



dredged, giving a depth of water sufficient to accommodate the largest steamers at their dock. On the dock is erected storage pockets, with

The capacity of this plant is 150,000 tons per annum, and, with their present facilities, can load and ship 2,000 tons per day.

NEW MINING TOWN OF WHEATCROFT.

Within a short distance from Clay, Ky., a new mining town, to be called Wheatcroft, is being built, on the line of the Kentucky Western railroad, by the Wheatcroft Coal & Mining Co. This is a new corporation, with a capital of \$1,000,000, just organized by the election of Irvine H. Wheatcroft, president and treasurer, and W. O. Horr, secretary.

The old mines, known as the Rock Spring mines, have been in operation many years, the output having been hauled for a distance of thirty miles in all directions, for use as blacksmith coal. The company just organized will make a new opening and erect an entirely new and modern plant, with capacity of from 500 to 1,000 tons daily. It is also the intent of the firm to build coke ovens at Wheatcroft. The new town, which has been building since last spring, has a fine railroad depot, stores, church, school, and houses are going up in every direction. The company has already upward of 400 new coal cars ordered. Coal from these mines is being shipped to New Orleans, La., for export to Europe, as also to Chicago, for coking purposes. The first coal shipped from Wheatcroft was in September, 1900. Coal can be shipped to advantage to all points on the Illinois Central railroad.

They are now rushing work on the new opening, for which all new machinery will be required. This will include engine, boilers, hoisting apparatus, drums, wire cable, screens, pit cars, etc. The company own their own standard gauge locomotives and coal cars and, consequently, are in good position to afford prompt shipment. President Wheatcroft, Blackford, Ky., states that the new mines will tap No. 11 vein, which is six feet two inches thick, and furnishes a very superior quality of blacksmith's and coking coal. Some forty-five feet below No. 11 is No. 9 vein, four feet ten inches, which is a good domestic coal, and the same quality as Sturgis. The mines will be in full operation in the course of a few weeks.

AN AUSTRALIAN COAL MOUNTAIN.

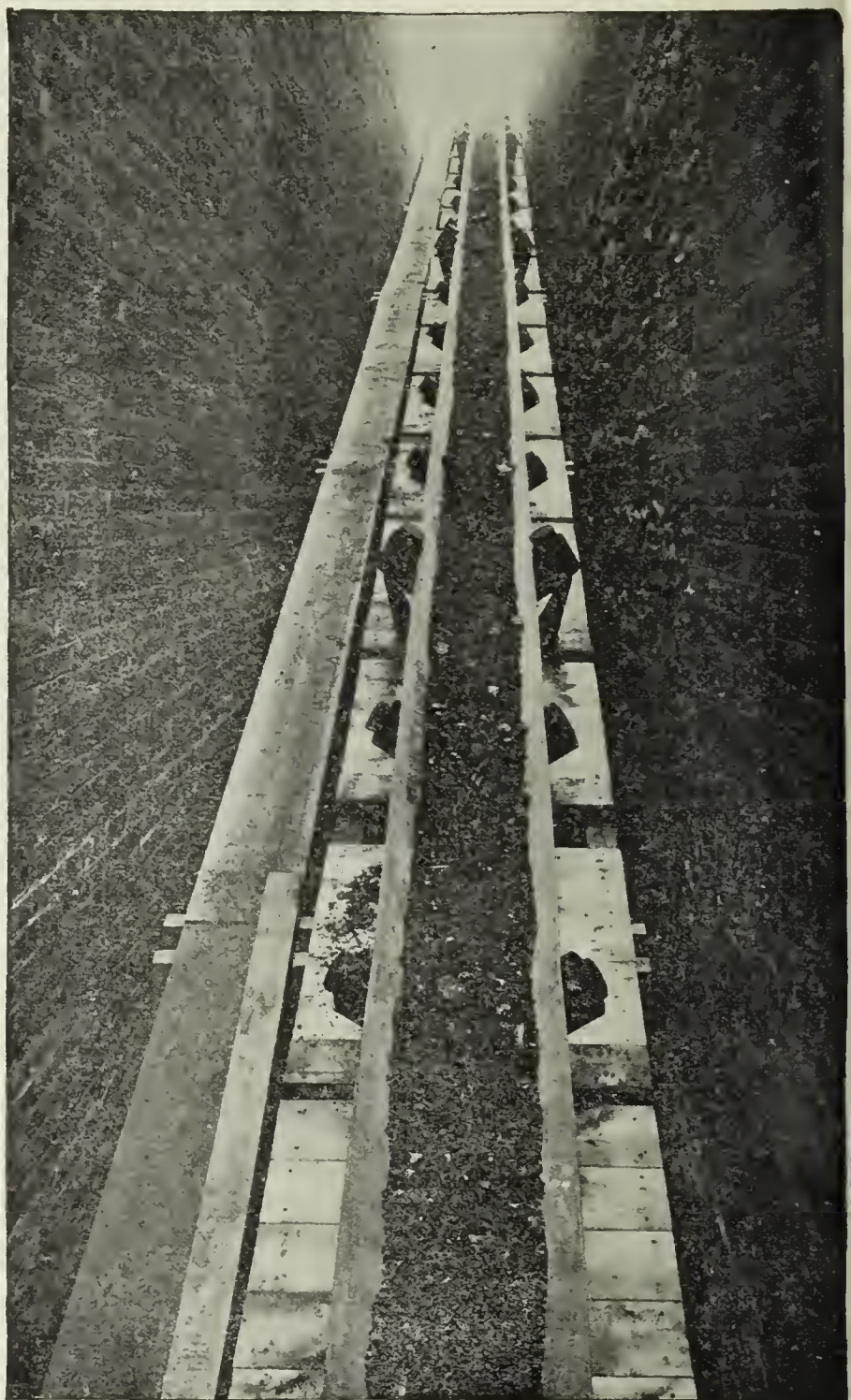
Thirty-five miles from Sydney is a picturesquely-situated township whose history is closely identified with that of the coal-mining industry of New South Wales. So far back as 1796, Flinders and Bass, during their adventurous work of coastal exploration, had seen under the high land and cliffs on which the township of Clifton is situated, a number of black lumps, which they took to be pieces of slate, lying on the ground. Not suspecting the real character of the lumps, they gave but little attention to them. About the same time a Mr. Clarke, who, with a number of others, had been wrecked on Cape Howe and thrown ashore by a violent storm, finding himself in an unknown region, and threatened with an attack by hostile natives, undertook, with a portion of the party, to proceed on foot along the coast to Sydney, a distance of 300 miles, and obtain assistance for those left behind. It was a most difficult and dangerous journey. Several perished from exhaustion, others were killed by the blacks, and only a few of the party reached Sydney. They were terribly emaciated, and seemed mere skeletons, their food supplies having given out at an early stage of the disastrous journey. Mr. Clarke reported that two days before he reached Watta Mowlee (now called Wattamolla), and forming a portion of the coast line of the New South Wales National Park, he discovered some pieces of coal, which he and his companions collected, and were thus enabled to enjoy a good fire. In consequence of what Mr. Clarke had stated, Mr. Bass was dispatched in a whaleboat from Port Jackson to ascertain where the mineral was to be found. After he had proceeded a considerable distance beyond Cape Solander he arrived at a steep cliff, in the face of which, washed by the sea, he found—as related in Collin's "Account of the English Colony of New South Wales"—"a stratum of coal, in breadth about six feet, and extending eight or nine miles toward the south. Both upon the summit of the high land and lying on the surface at the base he observed many patches of coal, from some of which Mr. Clarke had been so conveniently supplied; and, judging by the specimens of coal which were brought in by Mr. Bass, the quality appeared to be good. But it was thought, from its almost inaccessible situation, that no great advantage could ever be derived from it." The place thus described was Coal Cliff, or, as it is now designated, Clifton. In later years Bulli and Wollongong became available for the shipment of coal obtained from Clifton, but in the meantime Newcastle, the site of which had been discovered in 1798, had secured what was practically a monopoly of the coal export trade. From the sea the coal seams in the cliff have the appearance of black bands. Curiously enough, the natives do not appear to have become acquainted with the use of coal, their fires being made with leaves and sticks. The summit of the cliff is reached by a somewhat rough zigzag route, but the journey is amply repaid by the beauty of the surroundings. "The varied foliage," we are told, "is most entrancing, and the transformation from one scene to another makes it a perfect paradise. There are sparkling cascades, bowers of ease bedecked with blossoms, and now and then a glimpse is caught of distant landscapes through the rifts in the foliage. When the top is reached after an hour's climbing the scene is one of enchantment." The village is seen cosily nestling below, while a magnificent panorama of ocean and sky bursts upon the view. It is like entering into a new world—a region of mingled beauty and sublimity. Clifton is situated on the top of a veritable mountain of coal, and were its carboniferous treasure more readily accessible it would share with auriferous Mount Morgan and argentiferous Broken Hill the credit of being among the richest mineral mountains known. The coal is at present obtained from a seam; the broad black band familiar to all voyaging along the southern coast, about six feet thick, running along the cliff about twenty feet from its base. The seam is worked from two adits, the coal being conveyed from the mine to the ship by means of a timber jetty 500 feet in length, said to be one of the boldest and most remarkable undertakings for working a mine known in any part of the world.

The Raccoon Coal & Fuel Co., Vinton, Ohio, has struck a vein of good steam coal within three miles of that town.

ELEVATING COAL BY BELT CONVEYOR.

The photograph here reproduced is a striking proof of the capabilities of the Robins Belt Conveyor in elevating coal.

In the case herewith illustrated the coal is delivered from carts to a "grizzly" set in the sidewalk in front of the building. After passing through the "grizzly" the coal enters a small hopper in a vault under the sidewalk,



and from this is fed to the conveyor, which runs at an incline of about six inches to the foot, and takes the coal to the storage yard. As the delivery to the belt is limited its size and capacity are small, the latter being about sixty tons per hour.

Further information, estimates, etc., may be obtained on addressing the manufacturers, the Robins Conveying Belt Co., Park Row, New York City, who were awarded the "Grand Prix" at the late Paris Exposition.

EDISON'S NEW POWER FROM COAL.

Thos. A. Edison is reported as perfecting a device for utilizing all, or nearly all, of the energy stored in coal. It is a matter of common knowledge that all but about 10 per cent of this energy is now lost—goes up the chimney in smoke and gases. The device consists of two chambers, one inclosing the other. An outer chamber, thirty-six inches high and twenty-four inches in diameter, has been used for experiments; the diameter of the inner chamber, in which coal is burned, is two inches less. The heat is applied to the air in the outer chamber from the combustion of coal in the inner, and when heated to a temperature of about 450 degrees its expansive power is more than double.

Mr. Edison has been experimenting with this new contrivance, both at his mines at Edison, N. J., and at his laboratory at West Orange. At Edison he has been operating three steam drills with it and at West Orange an engine. The steam drills have been worked satisfactorily, and the engine ran better than with steam. The size of the apparatus may vary. That for use on a street car need be no more than fifteen inches in diameter and easily portable. The invention may be utilized on the compressed air cars of this city.

THE WESTERN RETAIL TRADE.

Mr. William Ramsay has opened a coal yard at Braceville, Ill.

Cooper & Shanklin, Knoxville, Tenn., have just started in the retail coal business.

Winona, Minn., is to have another coal yard, and it will be operated by Mr. William Mahoney.

Burns & Ray, Terre Haute, Ind., are new dealers, and will be ready for business about December 1.

Iowa dealers report a very scant stock of anthracite on hand, and great difficulty in securing shipments.

C. A. Dahlin, Sioux City will supply the court house with walnut block coal at \$3.54 per ton for one year.

Racine, Wis., dealers report a scarcity of egg coal, and prices will probably be advanced in the very near future.

Messrs. J. W. Peterson & Co. have succeeded to the business of E. G. Harz & Co., 537 North Clark street, Chicago.

A retail coal dealer looking for a new location would be warmly welcomed by the citizens of Empire, Colo., as there is no coal yard in this town.

Sargent & Slocum is the name of a new retail coal firm and, about December 1, they will be able to take care of all the orders the residents of Crookston, Minn., can give them.

The contract for supplying the schools of Quincy, Ill., with coal for the coming year has been awarded to Trowbridge & Co. and Ebert & Shanahan, at \$2.65 per ton for Edwardsville coal.

Alexander Crawford, the well-known coal dealer of Terre Haute, Ind., is constructing a new yard at Fourteenth street and the Vandalia railroad, and, when finished, will give Mr. Crawford a capacity of seventy-five cars.

Lincoln, Neb., prices are: Anthracite coal, \$9.50; Arkansas lump, \$8.00; Canon lump, \$8.00; Canon nut, \$7.50; Rock Springs lump, \$8.00; Rock Springs nut, \$7.50; Hanna lump and egg, \$7.00; Hanna nut, \$6.50; Excelsior lump, \$7.00; Excelsior nut, \$6.50; Mendota lump, \$5.00; Pittsburg nut, \$5.00; Glen Rock lump and nut, \$5.75; Canon pea, \$5.50.

Cincinnati prices are: Lump coal, \$2.75 and \$3.00, delivered in the city proper, \$3.00 and \$3.25 on the hills, \$2.50 at the elevators and on cars. Mine run is set at \$2.25 at the elevators, and nut and slack, \$1.85 and \$1.90, delivered. Nut and slack, wholesale, is quoted at \$1.50 at the elevators and on cars. Anthracite is held at from \$6.50 to \$7.00, delivered.

The Masonic Temple of Guthrie, Okla., has been remembered with a car load of the best McAlester coal—a present from William Busby, general sales agent for the coal sales department of the Choctaw, Oklahoma & Gulf Railroad Co. Mr. Busby is an ardent Scottish Rite man, and attended the opening ceremonies at the new temple last spring. The car load of coal will be sufficient to run the temple during the entire winter months. It was hauled from South McAlester to Oklahoma City by the Choctaw and laid down f. o. b. in Guthrie by the Santa Fe, through the kindness of the general solicitor, Henry E. Asp. The members of the Scottish Rite are delighted with the present and while keeping the temple warm with Choctaw coal, will have big warm places in their hearts for Mr. Busby.

COAL IN OREGON.

Deposits of veins of coal have been discovered in several localities in Eastern Oregon, some of which is of a very good quality. In the neighborhood of Auburn a fair quality was uncovered last year. Other veins have been found east of the city. Timber has been so plentiful in the past that very little prospecting has been done for coal, and not enough has been done on the discoveries to determine whether they will ever be of value or not. But the time will come, and at no very distant day, when they will be thoroughly tested. Elmer Cleaver, well known in mining circles in Eastern Oregon, returned from a business trip to Prairie City a few days ago, and he reports that a good quality of this formation was also discovered in that section. A wagon load was recently taken from the outcroppings on the surface on the John Day river, six miles below Prairie City. When tested in a blacksmith's shop in Pendleton last week the coal showed very satisfactory results. The coal has not yet been analyzed. The quality of this surface coal is of course not the best. Samples shown a few days ago show the grain of the wood very distinctly, and on one piece the bark can be plainly distinguished. This, however, is generally the case with surface coal, the quality always improving with depth.

The Brazos mine, on which a new ten-stamp mill was erected a short time ago, has begun dropping its stamps. The machinery is working smoothly and good ore is being milled. At this time five men are employed. The capacity of the mill is forty tons per day. Winter will be in evidence on the high peaks before long, and the mining companies working in such localities are busy getting in supplies to last until spring, as in most cases it is a great task to take them over the snow. Prospectors are beginning to arrive in this city from the surrounding hills.

THE EASTERN RETAIL TRADE.

H. Goldsmith & Co. is the name of a new retail firm at Leroy, N. Y.

A large coal storage shed is being erected by Crawley & Kerrigan, Morningside, Mass.

A reduction of 50 cents per ton has been made by Stamford, Conn., dealers, and \$6.00 is now the standard figure.

The Glens Falls, N. Y., dealers have not reduced the price of anthracite, and are still getting \$6.25 per ton for that fuel.

The People's Coal & Wood Co. have been awarded the contract to supply the city of New Britain, Conn., with coal for one year at \$6.25 per ton.

The retail prices of coal at Boston are as follows: Stove, \$6.25; chestnut, \$6.50; egg, \$6.00; furnace, \$5.75; pea, \$5.00; Shamokin, \$6.50; Franklin, \$7.75.

Montreal dealers report a tendency to cut prices, and, although the regular price is \$6.50 per ton, a considerable tonnage is being disposed of at much lower figures.

The office of the Larchmont Coal & Lumber Co., Rochelle, N. Y., has been moved from the building of E. S. Burtis to the building formerly occupied by F. J. Clarke. The company has begun the construction of coal and lumber sheds and a feed storage building a few hundred feet west of Larchmont station, on land adjoining the railroad.

A Philadelphia correspondent writes, under date of November 27: "Court of Common Pleas No. 1 has just made a decision in the test case of Commonwealth vs. W. C. Kirk & Co., striking off the appeal taken by defendant from the decision of Magistrate Rogers, before whom the defendant, William C. Kirk, was convicted of selling short-weight coal last June. The prosecution was conducted under the direction of the Philadelphia Coal Exchange by their attorney, Leo MacFarland. This is the case in which Court of Common Pleas No. 1 decided that private counsel as representing the Coal Exchange, could not represent the Commonwealth in the Common Pleas Court, saying that it was necessary for the District Attorney, as the Commonwealth's officer, to conduct the case. District Attorney Rothermel, at the request of Mr. MacFarland, then filed his appearance as attorney of record and authorized Mr. MacFarland to proceed with the case as representing the district attorney and the rule, which had been previously filed by Mr. MacFarland, to strike off the appeal, was argued before Judges Biddle and Bregy."

PERTINENT PARAGRAPHS.

The price of space is just the same whether the advertisement that is put into it is a good advertisement or a bad one. An ad. that costs \$10 and pays is a good deal better than an ad. that costs \$1 and does not pay. As a general thing we have found that the reasonably large advertisement brings results of a satisfactory nature considerably quicker than the small, insignificant one.

The coal dealer who hustles while he advertises usually has a great advantage over the man who sits still and waits for results to come to him. We believe that the backing up of an advertisement is just as important as the advertisement itself. There are lots of ways for a man to advertise if he will only keep his eyes open for the opportunities and be willing to do a little hustling when the opportunities show up.

We do not believe in a man worrying about business troubles, because it does not do any good, and because the more one worries the more unfit he is to fight against the difficulties which may confront him. We do not think, however, that the man who is perfectly contented with his present circumstances is the man who is going to advance. The man who gets more of this world's good, or more business, is nearly always the man who wants more and is willing to hustle for it. To him that hath the determination to get more business, more business is given. To him that hath not this determination is taken away the business that he hath.

It is sometimes a hard thing to know just how much money a coal man ought to spend in his advertising. It is equally as easy to spend too much as to spend too little. In most cases it is better to spend a little too much than it is to spend not quite enough. True economy in advertising is to spend a plenty, but not one dollar too much. This is the happy medium between stinginess and extravagance. First, an advertisement ought to be large enough to attract attention, or at least not to be so buried with other advertisements that it will not be seen. Sometimes this can be accomplished in a few inches and other times it takes three or four times that amount. Put in your advertisement just as little as you can to cover the story completely and to tell the best things possible about your business. Don't try to tell everything at once, save something good for the next time. Don't, however, go to the other extreme and save all the good things for the next time. The trouble with many retail dealers who use the newspapers is that they have certain space they want to fill every day, or every week, and they just use that much space whether they need it or not. It is not economical to use six inches when five inches would answer the same purpose and accomplish the same result and be just as prominent. Don't try to crowd your advertisement. Don't try to say too much or take too much space. Say what you have to say plainly, in as few words as possible, and put in a space just large enough to make it look well. Don't try to say anything more or use any more space. Advertising of this kind done regularly and carefully will be profitable.

WESTERN COAL AND COKE NOTES.

In Ferron Canon, Emery county, Utah, a large deposit of fine hard coal is being developed.

Some of the mines around Bay City, Mich., are short of men, and agents in Ohio and Pennsylvania are endeavoring to secure miners.

At Diamondville, Wyo., the Oregon Short Line will, it is stated, expend about \$350,000 in spurs and other improvements to the coal mines.

A six-foot vein of what appears to be a fine quality of hard coal has been found in Green township, near Alpena, Mich., at a depth of sixty-five feet.

The Illinois Block Coal Co., located at St. Louis, Mo., with a capital stock of \$3,000, is licensed to transact business in Illinois, with a state capital of \$1,000.

The coal development in the Lewiston district, in Idaho, has reached the stage that gives assurance of a large supply of cheap fuel of a good grade from this source.

A new coal shaft is to be sunk at Lincoln, Ill. Henry C. Latham and a Mr. Hay, of Springfield, are the promoters and proprietors. Ground will be broken as soon as machinery and supplies can be purchased.

Reports from Boise, Idaho, have it that there is a serious coal famine in that section. The supply comes from Rock Springs, and, owing to a scarcity of miners, the mines cannot fill the demand made upon them.

The La Belle Coal Co., which operates a large mine at La Belle, Colo., about six miles from Trinidad, is shipping all the coal that it can take out to Denver, and the company is at present advertising for fifty coal miners.

The great coal district between Walsenburg and Trinidad, Colo., is becoming more and more a scene of enterprise and industrial competition, as has for years been predicted. Much activity is apparent up the Stonewall valley from Trinidad.

The Great Northern Railroad is developing its coal property at Coke-dale, Wash. A 550-foot double compartment shaft has been sunk and the railroad is opening up the mine on a lower level. The vein is said to be badly broken and some difficulty has been experienced.

The Pleasant Valley Coal Co., at Winter Quarters and Clear Creek, Utah, has received orders from the general sales agent, at Salt Lake City, to increase the output of these properties 2,000 tons a day, the company having received an order for this amount additional to the present output. It will go to the Pacific coast.

The Pacific Coast Co. is opening up the old Franklin coal mine by a slope and shaft. One thousand feet of work will be done on the slope and a tunnel is being driven to tap the measure at the 1,500-foot level. The railroad will be extended from Franklin to form a belt line as far as No. 7. The property has had no output for ten months.

The Board of Trade, Portland, Ore., is doing everything in its power to encourage coal development and its members believe that the cheap fuel problem for Portland will soon be solved. Extensive development work is in progress in Coos county, and in Skamania county, Washington. Within the past two weeks also considerable prospecting for coal has been done on the east slope of the Nehalem belt.

A prominent railroad in Denver informs our correspondent that in a very short time the Colorado & Southern railroad would be shipping coal to Galveston and New Orleans, and when it reaches those places it will eventually find its way to South American ports. The gentleman also stated that to handle the increased business the Colorado & Southern would increase its working force in the yards in that city at least 100 men.

The Oregonian, Portland, Ore., says: "The project for a railroad from Portland to the Nehalem coal fields is taking shape. It is supposed that influences favorable to the Great Northern are behind the present Nehalem project. It is said that something definite regarding the building of the line will be given out in a few days. It is expected to bring the Nehalem coal and timber and agricultural products of Tillamook county to Portland direct."

The Post-Intelligencer, Seattle, Wash., says: "The Northwestern Improvement Co., the Northern Pacific corporation which owns the Roslyn coal mines will immediately commence the development of its big coal property situated between Carbonado and Fairfax, on the Carbon river, in Pierce county. Under the direction of Superintendent B. F. Bush, of Seattle, a corps of practical coal miners has been getting the property in shape for large operations."

Delaware, Lackawanna & Western Railroad Co.

MINES AND CARRIES TO MARKET

SCRANTON COAL

S. C. SCHENCK, Agt.

Shipments "All Rail," and from yards and docks at Chicago and Toledo.

When you buy "Scranton" be sure you get the genuine D. L. & W. Scranton.

C. L. DERING,
Manager Chicago Office,
215 Dearborn Street.

The St. Louis and Big Muddy Coal Co.

PRINCIPAL OFFICE:
CARBONDALE, ILL.



MINES NEAR
CARTERVILLE,
Williamson County,
ILL.

CAPACITY
2,500
TONS
DAILY.

HURRICANE COAL

SOLE
PROPRIETORS
HURRICANE
COAL.

TRADE MARK.

A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

The Hamilton-Otto Coke Co.'s immense new plant, north of Hamilton, Butler county, Ohio, is rapidly nearing completion.

The Northwestern Mining & Exchange Co., Dubois, Pa., is preparing to develop 1,500 acres of coal land there, and coal will be shipped inside of three months.

A six-foot vein of the best quality of soft coal has been struck at a depth of sixty-two feet at West Lebanon, Wayne county, Ohio, developments of which is progressing rapidly.

The rise in the Ohio river this week has released a large amount of coal which was on barges consigned to the lower ports. It is reported that not less than 5,000,000 bushels have gone South.

A Shamokin (Pa.) correspondent reports that there is still considerable unrest among the miners in that anthracite region. Prior to the strike the miners got \$2 a day. Now they get \$10.20 a week, with the 10 per cent advance.

It is stated that the differences between the B. Z. & C. railroad and the Morgan Bros. have been adjusted and the new tipples for the Pultney coal works, at Bellaire, Ohio, will be erected and a new and extensive mine will be opened at once.

J. J. Roby, Adena, Ohio, is interested with J. H. Somers, of Cleveland, in the opening of a large coal territory near Adena, where they have over 1,000 acres of land under lease. The company is getting ready as fast as possible to open the territory.

A report from Steubenville, Ohio, states that gold has been found in the Wallace coal mine on Jeddo run. The find has been kept as quiet as possible and the mine is constantly guarded. Assays of the gold-bearing rock have been made and demonstrate that it will pay to work it.

The Pittsburg Coal Co., Pittsburg, Pa., has inaugurated a plan whereby its 20,000 employees are not only to become stockholders in the company, but will have an accident and death fund, to be followed later on by a system of pensioning all those employed by the company in any capacity.

A letter from Meyersdale, Pa., says: "Several miles east of the Sand Patch tunnel the Baltimore & Ohio Railroad Co. will build a new road, about eighteen miles in length, which will tap the large coal field recently purchased by the Consolidation Coal Co., of Baltimore, which purchased 60,000 acres of coal land."

The Buffalo, Rochester & Pittsburg railroad has arranged to open up hitherto undeveloped territory in the Dubois, Pa., region. Nearly 100,000 acres in that field are to be opened within six months. The Rochester & Pittsburg Co. secured, in two weeks, holdings estimated to comprise a little less than \$500,000.

The Bloomfield (Pa.) Times says: "A great deal of company coal is being stored by the Pennsylvania railroad at all coaling points along the main line and the yard men have been kept busy handling the fuel intended for the big system's locomotives. What the cause is for the storing of such an unusually large quantity of coal is not known."

The Sharon Coal & Limestone Co., Sharon, Pa., has been permanently organized by the election of the following officers: President, Frank P. Filer, Mercer; secretary and treasurer, David Adams; directors, F. H. Buhl, John Filer, John Stevenson Jr., and James P. Whitlo, Sharon, and George V. Darr, Pittsburg. The company owns extensive limestone and coal properties in Mercer, Butler and Lawrence counties.

THE CELEBRATED
"DAVIS"
SMITHING COAL

High in Carbon.
Low in Sulphur and Ash.

DAVIS COAL AND COKE COMPANY, 1 Broadway, NEW YORK
SOLE AGENTS FOR ELK GARDEN BIG VEIN CUMBERLAND COAL

MINERS AND SHIPPERS OF THE

WV Davis Locomotive, Steam and Smithing Coals.

DAVIS COKE For Ore Smelters, Foundries and Family Use.

Capacity of Mines, 5,000 tons coal daily. Capacity of Ovens, 600 tons coke daily.

Shipments to all points accessible by rail or water. Address orders for Western shipments to 1310 Old Colony Bldg., Chicago.

SMITHING COAL AND CRUSHED COKE A SPECIALTY.

S. JONES Prest.

H. C. ADAMS Vice Prest.

D. W. HEATH Treas.

C. W. ADAMS, Secy.

THE JONES & ADAMS CO.

General Offices 355 Dearborn St., Chicago, Ill.

MINERS AND SHIPPERS BY RAIL AND LAKE.

COAL AND COKE.

DISTRIBUTING DOCKS, ASHLAND AND MANITOWOC, WIS.

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SOUTHERN COAL AND COKE NOTES.

Five coal mines were utterly destroyed by great avalanches of earth, stone and rock rolling over them, at Bingamon Creek, near Parkersburg, W. Va.

The Crane's Nest Coal & Coke Co., Alexandria, Va., to conduct a general coal and coke business, has been chartered by R. M. Page and D. A. Preston.

Several thousand acres of coal territory have been purchased of A. N. Prichard, of Mannington, by G. M. Guffy, of Pittsburg, through Guffy's agent at Parson's, W. Va.

Capt. A. N. Prichard, Fairmont, W. Va., has sold to G. M. Guffey, Pittsburg, Pa., some 5,000 acres of coal land near Farmington. The price paid is reported to be \$183,000.

A new corporation is the Piney Colliery Co., with principal office in Charleston, W. Va. The incorporators are M. T. Davis, John Q. Dickinson, J. L. Dickinson, Enoch Carver and J. Prichard, all of Charleston.

The Consolidation Coal Co. has bought 10,000 acres of coal land in the Myersdale (Pa.) region, situated a few miles above their property, in Allegheny county, to which railroad connections will be built, as reported.

A big coal deal has just been consummated in the Jellico district, Kentucky, whereby the Indian Mountain Coal Co. sells its mines to the Proctor Coal Co., one of the largest mining companies in the Tennessee coal regions. The purchasing price is \$42,000. There will be a general shift of officials.

A new West Virginia corporation is the Decker Creek Coal & Coke Co., Dellslow; general coal and coke business; capital, \$500,000; incorporators, E. J. McIlvain, of Allegheny; W. R. Graham, of Aspinwall; E. G. Rankin, R. B. Mackintosh, both of Pittsburg, Pa.; S. B. Gonchor, of Toronto; A. B. McIntosh, attorney, Pittsburg, Pa.

At La Grange, Tex., the spur being built from the main line of the Missouri, Kansas & Texas railway out to the coal mine on the Manton farm is almost completed. Mr. Thornton, who is in charge of the mine, states that they are getting out about three carloads of coal a day and would greatly increase the output if they could get cars.

A correspondent at Parsons, W. Va., writes: "A company has been organized, known as the Big Vein Coal Co., to open up a new mine at Shaw, seven miles from Piedmont, on the West Virginia Central, and will open the mine this fall. They will build one mile of railroad and put in an incline plane. Their holdings include six, five and four foot seams, and it is the same coal as that put out in the Elk Garden field. A. C. Rawlings is superintendent."

Our West Virginia correspondent writes: "A deal which has been awaiting the result of the election was brought to a close in Parkersburg, by which 30,000 acres of coal land in the counties of Braxton, Gilmer and Lewis passed into the hands of New York and Pennsylvania men with the Little Kanawha railroad. The railroad will be continued up the river to the greatest coal fields in the state. The Braxton Coal Co. has also been formed by the same men with a subscribed capital of \$2,000,000."

The Dickey-Gibson Coal Co., composed of Baltimore capitalists, with the principal office in that city, has purchased some valuable coal land on George's Creek, Maryland, near Piedmont. They opened up the six-foot seam and have commenced shipping coal. Later on they will also develop the four-foot vein. They will increase their output as fast as they can drive the main heading in the mountain and secure room for additional men. The company has also opened the six-foot vein and commenced making shipments. This coal region adjoins the large tract recently purchased by Reakirt Bros. & Co., of Philadelphia.

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THE BLACK DIAMOND.

PUBLISHED WEEKLY

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BY THE BLACK DIAMOND COMPANY,

(INCORPORATED.)

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MARKET REVIEW.

According to the Bureau of Coal Statistics, published in these offices, the receipts of lake and rail anthracite coal at Chi-cago, from November 1 to November 20, show a decrease of nearly a hundred thousand tons, and for the year nearly six hun-dred thousand tons, while the shipments from Chicago have de-creased nearly two hundred thousand tons.

Bituminous coal receipts at Chicago, for the same period and comparison as above, have decreased from Pennsylvania, Ohio, West Virginia, Illinois and Indiana, but for the year there has been a large increase, chiefly from West Virginia, with nearly two hundred and fifty thousand tons, and Pennsylvania one hundred and fifty thousand tons, and Indiana upwards of two hundred thousand tons, while Illinois is about one hundred and twenty-five thousand tons. The shipments show a decrease, but for the year a large increase.

Coke receipts at Chicago for the first twenty days of Novem-ber have increased, but for the year there is a decrease. Ship-ments for that period and for the year have decreased.

It is now apparent to even the most superficial of observers in the coal trade that the northwest will have to look to Chicago for its fuel during the latter part of the coming winter, which, as must be remarked by all, is still a matter of the future. This week will, in all probability, close up further shipments by water from Buffalo for the upper and lower lakes, and although there is quite a large amount of anthracite afloat it will be only a drop in the bucket. All reports to the contrary, there is little doubt that the late strike was rather a benefit than otherwise to the trade at large as well as to the producer. It was an experience, or lesson, which will not be forgotten by operator, buyer, dealer or consum-er, and now that strong hands are at the helm it will be wise to see they are not ousted.

Anthracite in the west is in moderate demand only, but ship-pers find it difficult to supply even a fair proportion while as for the old orders, accepted late last summer and early in the fall, many are pigeon-holed and many more have been cancelled. Those that are still unfilled, or partly filled only, are very liable to remain so until towards the end of the season. A brief period of good, sharp snappy weather would quickly bring to view the bare spots and clearly demonstrate to shippers and sellers at large how they stood in regard to the percentage of coal delivered, as, according to statistics, the shipments from Chicago alone are about seven thousand cars less than they were last year, while the receipts show a still greater and heavier decrease, and it is very probable that other distributing centers will make an equally un-favorable showing.

Bituminous coal is in fair demand throughout the west but it is also in very great supply, far exceeding ordinary needs, and it will not be astonishing, if some radical means are adopted to curtail the output from mines so that they will be more on a par-ity with the current requirements of the trade. That this should be done does not admit of a doubt, and as low prices are equally bad all around, to operator, shipper, dealer and consumer, some well defined method should be considered and acted upon by the producers, and so prevent the great sacrifice made when coal is marketed. The current heavy production is considerably greater than the west can consume, and especially so with unseasonable weather, hence the necessity for action looking to a systematic restriction. Coal from the east is also accumulating, which is but natural now that shipments to Lake Erie have ceased, and cut prices are rather the rule than the exception. It is quite evident that operators and miners of soft coal have given little considera-tion to the fact that both steam and domestic consumption is considerably less than it was last year at this time when every-thing was running full blast. A long period of frigid weather will be required to bring about any radical change in the present con-ditions surrounding the soft coal situation in the west.

Our New York correspondent reports the anthracite market strong but the demand not as active as it has been, though the producers could enter more business if they so desired, while orders for forward delivery are absolutely declined. The future of the trade will very largely depend upon the weather, as already some of the buying is of a hand-to-mouth character. After this week there will be no more anthracite sent from mines to Lake Erie ports for water shipment west, which will release a large ton-nage for the east and all-rail points. The continuance of a strong and steady market after the New Year will depend to some extent upon the producing interests regulating the supply to the demand and not crowd the markets. Circular is steadily maintained. Far eastern points are urgent in their demand for anthracite, and it is quite probable that some shoal water ports will have short supplies for the winter. The steam sizes are not only scarce but hard to obtain. Soft coal on the Atlantic seaboard is suffering from a shortage of cars and the claim is made that some railroads are returning the compliment paid them by the anthracite com-panies when the strike was in force, and supplying them with cars. All efforts are being made to forward a good supply of coal to shoal water ports. Rumor has it that a ten cent per ton advance will be made in all railroad freights to tidewater for the coming season. An easier situation is noted in the coal trade of the east. There is only a limited supply of light draft vessels and freights are comparatively high. Car supply is very poor, about 60 per cent of actual needs, and transportation irregular.

Buffalo advices are that there is a short supply of anthracite, due to the lack of cars, and general business is badly blocked in all lines on account of poor transportation facilities. All effort has been made to ship as much vessel coal as possible, "but this week ends it." Shipments of coal westward by lake from Buffalo aggregated 128,475 tons, the largest for any one week this season, distributed as follows: Chicago, 75,000 tons; Milwaukee, 24,300 tons; Duluth-Superior, 17,300 tons; To-ledo, 3,800 tons; Sheboygan, 3,000 tons; Racine, 1,400 tons; Han-cock, 1,000 tons; Port Huron, 800 tons; Sarnia, 650 tons, and Ma-rine City, 325 tons. Freight rates were \$1 to Racine and Han-cock and 75 cents to Duluth, Sheboygan, Milwaukee and Chicago. On Monday, Dec. 3, 45,000 tons were shipped, while it is doubt-ful if any coal will be shipped next week. Complaint of car shortage is general for both anthracite and bituminous coal.

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DECEMBER 6, 1900.

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The anthracite market continues strong and, while the demand is probably not as active as it was, with the prevailing mild weather, yet all the companies could book considerable more tonnage if they wanted to take all the business that is offered them. They are, however, not disposed to obligate themselves any further until they get some of the more urgent orders now on hand out of the way, as under present conditions there is a delay of from five to ten days in loading boats, and do not care to take on more trouble, and, in most instances, are refusing to book any more orders ahead. All the producers have still enough business to keep them going until well into the new year, and, with seasonable weather, a good market will no doubt prevail throughout the winter. The future, however, will depend largely on climatic conditions, as the trade at this center and even in the East is, in a great measure, of a hand-to-mouth character, though some are inclined to believe that a strong and active tone will prevail until the spring, as they figure that it will be almost impossible, even with a moderate demand, to catch up the six or seven million tons lost during the strike. It will be well, however, to remember that this week sees the last of the coal go West via the lakes, which will give a larger tonnage to the tidewater markets and, with the large output at the mines, much will depend on the weather to prevent an excess accumulation of coal after the first rush of orders are out of the way. Dealers, on the other hand, while anxious for coal at present, fully appreciate the situation, and are not ordering beyond their daily needs, as they want to be in a position to take advantage of any reduction in values when they occur and it will behoove the producing interests not to over-estimate the strength of the market by an over-production of coal in the belief that the trade can and will take all they can give it. Prices are well maintained and indeed, there is little talk of prices while the demand exceeds the supply, though it is positively stated by authorities in the trade that there will be no advance, notwithstanding the newspaper reports to the contrary. The production at the mines has about gotten back to normal and, while we have no figures as yet as to the output for November, it is thought it will be larger than was at first anticipated. The far East is calling for a great deal more coal than can be delivered them at present, and many of the shoal water ports will likely have to go into the winter short of their usual supply. Steam sizes are very scarce and hard to get.

The Atlantic seaboard soft coal trade is at present handicapped by a shortage of cars. This shortage extends practically throughout the entire trade, and is working some hardship to those people who have shoal water port orders when ice makes quickly. The general feeling is that the railroads have thrown to the anthracite mines an amount of the empty cars that makes the shortage in the bituminous regions. It has been stated in the trade that there were more empty cars sent to some of the anthracite people than the production of the mines could fill. The principal interest of the shippers at this time is the filling up the ice making ports as far as possible. This is being done even when the other ports are left bare. The balances of coal still to go forward to the ports in question where ice makes would take one or two weeks to fill up on good shipments, and it appears to be entirely a question of how long ice making holds off. Foreign shipments are being made to a small extent. This business has been affected by the drop in prices on foreign coals. There is very little inquiry at the present time, though we hear of some of the foreigners making investigations toward the purchase of tracts of coal lands in this country. There is a rumor current that the railroads have intimated that there will be a raise in freights on the coming season's business, on coal to tidewater, of 10 cents a ton all round. It seems a little early for this kind of rumor to get out, though there was a report of offering by one concern of very low figures, and they may have been warned.

Trade in the far East seems to be more or less easy at this time, comparatively. There are numbers of light-draft vessel orders to go forward but it is difficult to get that class of vessels at this time, as the demand is larger than the supply. Trade along the Sound is calling for a great deal of coal, and seems to be affected more than the other points by the car shortage. Some of the Sound agents are in a very bad way as to all classes of coal, principally the better grades, and in a number of cases are willing to put in boats a week or ten days ahead if assured of the coal at that time.

New York harbor trade is picking up somewhat, and the demand is larger than it was a week ago, though shipments are slow and not up to regular needs of consumers. All-rail trade is getting more coal in proportion to its consumption than the other territories. Car supply is about 60 per cent of the requirements. Transportation is irregular. In the coastwise vessel market vessels have been met by contrary winds and delays. A few of the larger vessels are to be had, but the smaller craft are in bad supply. We quote as follows: From Philadelphia to Boston, Salem and Portland, 75c; Sound ports, 65c; Wareham and Lynn, 85c; Newburyport, 95c-\$1.00; Portsmouth, 80c. The farther lower ports are 10 cents above these rates.

BUFFALO, N. Y.

DECEMBER 6, 1900.

The hard coal trade is in a very unsatisfactory condition on account of the short supply, which is largely on account of lack of cars. There is fairly a blockade of business in all branches through lack of transportation. Shippers say that some of their regular customers have not yet been given any coal since the end of the strike, so small has been the amount to be divided among them.

Some of the members of the trade are adding very liberally to their powers of persuasion on paper by means of the situation. Here is an extract from a letter: "Do, for gracious sake, send me some coal. I could stand it all right until the women and preachers got after me, but now it's all off. I am going bird shooting to get out of town for a few days. P. S. —Don't forget to send me some coal."

There is every effort made up to date to get as much coal off by lake as possible, but this week ends it. It is reported that the Lackawanna trestle will close at once, and the Erie has but a cargo or two to load yet. All will stay in business as long as boats will go out. There is some prospect of the Lehigh shipping some in its own liners after insurance expires. Capt. James Davidson has been guaranteeing insurance in case it could not be obtained regularly.

There is, of course, no slackness in the price of hard coal under such conditions. The quotations of anthracite are \$4.75 for grate; \$5.00 for egg, stove and chestnut; \$3.75 for pea, all per gross tons on cars at Buffalo and Suspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagons.

Among the Western coal men here within a week looking for coal were H. M. Benjamin, of Milwaukee, and Peter Koenig, of Detroit. Mr. Koenig has a new 10,000 ton trestle, all ready for business, but no coal to handle through it yet.

Notwithstanding what has been said above, somebody has been getting coal lately. The custom house report for the week shows a lake shipment of 128,475 tons, all in forty-eight cargoes, of which twenty-four went to Chicago. This is a record breaker, for the year at least, if not for the entire lake history. The distribution is as follows: Chicago, 75,900 tons; Milwaukee, 24,300 tons; Duluth-Superior, 17,300 tons; Toledo, 3,800 tons; Sheboygan, 3,000 tons; Racine, 1,400 tons; Hancock, 1,000 tons; Port Huron, 800 tons; Sarnia, 650 tons; Marine City, 325 tons.

The freight rates were as follows: Chicago, 75 cents; Milwaukee, 75 cents; Duluth, 75 cents; Sheboygan, 75 cents; Toledo, 50 cents; Racine, \$1.00; Hancock, \$1.00; Sarnia, 45 cents; Port Huron, 45 cents; Marine City, 45 cents. There will be no regular rates hereafter and, though on Monday there was shipped 45,000 tons, it is doubtful if there is any moved next week.

There is a good report of business in soft coal, with even more complaint of car shortage than in hard coal, as it is claimed that many soft coal cars have been taken to carry anthracite in of late.

It will soon be easy to meet the demand for soft coal, however, as the dock fueling is now practically at an end, and this trade here alone is good for about 1,000 tons a day during the season. This part of the business has been very satisfactory all the season, prices being well maintained.

Bituminous prices are firm as follows: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars; steamboat fuel, \$2.80, delivered on board.

There is a slump in coke for some unexplained reason, Connellsville selling here at \$4.00.

There is much complaint that soft coal cannot be got to destination promptly even after it reaches the city. There seems to be much confusion among the roads. A seller of a car will sometimes miss a delivery and lose the sale, because the car cannot be got out of the tangle.

BOSTON, MASS.

DECEMBER 6, 1900.

Demand for coal is still greater than the supply, but, notwithstanding which there does not appear to be any real cause for an advance in price, and probably will be none this season. The recent scare was due to the fact that operators rushed every car of coal that could be spared to Lake Erie ports for shipment by boat to far Western points on the lakes. This condition has ceased to exist, as marine insurance ceased after December 5, and the supply to all New England points will be greatly increased this week. The very mild weather has been quite providential, as it has prevented any undue suffering on account of the shortage of coal.

Soft coal is in over supply and prices on the poorer qualities have softened, though, so far, the better grades hold their own. All the market needs is a week or so of real cold weather to brace it up.

SEATTLE, WASH.

DECEMBER 3, 1900.

Supply of coal is not up to the current requirements of the trade, and will not be until after the new year is well advanced. Nearly every operator in the state is making arrangements to increase his output; and a number of new properties will be opened and actively worked during the next few months.

In Carbonado district, Pierce county, a seam of coking coal seven feet in thickness was discovered last week on property owned by the Wilkeson Coal Co. This is regarded as one of the most valuable discoveries made in the coal region of Washington and will aid materially in securing an iron furnace on Puget Sound. Coking ovens are already under operation by the Wilkeson Co. and this discovery will enable them to increase their present plant very materially. The coking ovens are about thirty miles from tidewater.

CHICAGO MARKET.

Lake navigation officially closed at noon on Wednesday, December 5, but with such weather as now obtains vessels will experience little risk in running the chain of lakes, and doubtless many will continue to run until stopped by storms or ice. Quite a large amount of coal was loaded at Buffalo on Sunday and Monday for the upper and lower lakes, much of which will reach destination this week.

Anthracite coal continues in greater demand than supply, and it is very fortunate that the weather keeps as mild as it does or it might embarrass the shippers to supply only a portion of the demand which would otherwise be made upon them. As it is, dealers have anthracite doled out to them in lots of one or two cars, and more frequently the former than the latter. Some of the producing companies' representatives are perplexed to find enough coal for their most urgent and persistent customers, and many of them are obliged to put up with the shortage. The foregoing refers more particularly to car coal, though on dock coal there is considerable shortage. A cold and stormy spell would without doubt electrify the tardy consumer, who would then discover that anthracite was in very poor supply. In this market there is now a shortage of half a million tons, about equally divided between lake and rail, while the shipments indicate an enormous decrease. The stocks on docks will not exceed 200,000 tons, and may be much less. Retail trade is moderate and merely waits for cold weather to become active. Prices remain steady at circular, \$6.00, wholesale, and \$7.00, retail, for the domestic sizes, with a continued scarcity of chestnut.

Bituminous coal is in over-supply, so that despite the fair and steady demand, prices are by no means what they should be at this time of the year. Superabundance still characterizes the supply of slack and other fine coal, which is owing in part to the poor demand for lump, for which the very moderate weather is responsible as regards the commercial sizes—lump and egg—though it may be stated that it has a marked effect upon the consumption by steam raisers also. There is a better supply of West Virginia and Maryland smokeless, also of splint and other high-grade Eastern coal, which is very largely due to the practical close of navigation on the great inland lakes. As a sequence to this prices are easier than they have been for some months. Mines located on the north and south railroads, in Illinois, and from which the local supply is largely obtained, will have to run on shorter time, if the market is to become less demoralized. Of course, there are a number of mines which produce good grades of coal for domestic purposes and these are running steadily, having a good demand all the time.

Coke shows but little, if any, improvement as regards inquiry or demand, and probably will not until after the holidays.

WHEELING, W. VA.
DECEMBER 6, 1900.

Deals and transfers of coal lands have been the main features of the coal and mining situation in West Virginia the past week. Seven thousand acres of Ohio county coal, underlying many farms, has been transferred for cash to a syndicate of Pennsylvania capitalists who contemplate opening mines with the view of shipping to Western markets. This will be the first effort ever made to mine coal for shipment in the upper Panhandle and will mark a new era in coal operations.

Another tract of 5,000 acres, lying along Glens run, in the same county, will have passed into the hands of a company of Pittsburg coal operators before the end of the week. This coal is finely located, and it is the understanding that it is to be carried by a tram road to the Ohio river, a distance of three-quarters of a mile, and there loaded into barges for shipment to lower river markets. The mouth of Glens run is at a point in the Ohio river that will be in the Wheeling slack water pool when the Shadyside dam is completed, so that boats may be loaded and handled at all times, whether the river is high or low. Coal from this field will start over 100 miles near to Cincinnati than the coal now mined along the Monongahela river for shipment by the same route. One hundred and fifty thousand dollars of the money to be paid for this coal has been placed in the Exchange National Bank, in this city, to be exchanged for the deeds.

It is reported that the Davis-Elkins interests, which control the West Virginia Central railroad and the Davis Coal & Coke Co., have bought several thousand acres of coal in the northern part of the state, which will be developed as needed.

Thomas W. Fleming, this week, bought 300 acres of coal in Marion county, along the Baltimore & Ohio, in the Fairmont region. The price paid was \$75 an acre, which is a big advance on prices paid for lands in this region a few years ago.

The Stonewall Coal & Coke Co. was chartered at Charleston on Tuesday. It will have its plant at Grandview, Raleigh county, and will develop coal lands on Piney creek, owned by one of the incorporators. The company has paid up \$50,000 of its capital and is privileged to issue \$500,000 worth of stock. The incorporators are: J. Mason Miller, of Staunton, Va.; George Bruning, George P. Watkins, R. S. Perry, F. L. Lee, Carroll Bros., Allan W. Talley, Mary B. Granaway, all of Lynchburg, Va., and R. H. Wright, of Durham, N. C.

Business in the various fields show no material change this week. Everybody is well employed and the supply of cars is improving.

PHILADELPHIA, PA.
DECEMBER 6, 1900.

Conditions in the anthracite coal trade have probably never been more favorable than they are at present. General activity continues in mining, and both wholesale and retail markets to a point where the demand exceeds the supply and all the producing interests report being behind on their shipments from one to two weeks. Indeed, it is almost impossible to secure enough coal to go around to meet the requirements of the more needy customers. Especially is this true on the line trade, where consumers have always been able to get coal promptly and as a result have never increased their limited capacity for storing coal, find some difficulty in getting sufficient coal, regularly, to keep them going. Fortunately, however, the weather has been favorable to the handling of a large tonnage from the mines and at the same time keeping down the consumption to a minimum, which will help to tide over matters until the close of lake navigation, this week, when larger shipments can be expected to the markets in the East. The encouraging feature in the trade is that all indications point to a continuance of the present activity during the greater part of the winter, as it will take some three or four months to catch up on the six to seven million tons lost during the strike, especially as the demand is proportionately larger than the present capacity of the mines. Prices are well maintained and dealers are more inclined to pay premiums for quick delivery than to argue the current quotations. Steam sizes are very short. The Philadelphia & Reading report that they have not a pound in stock and are unable to get enough to supply their regular trade.

The soft coal trade shows a good demand from some quarters, while it is more or less easy from others. The pressure for coal in certain directions is no doubt largely due to the shortage of cars on all the main line roads, which has hampered regular shipments from going forward to contractors and the consuming trade. The shoal water ports, however, have felt this condition most severely as many of them that are likely to freeze up any day now are still in need of several cargoes and, notwithstanding the efforts made by the producers to get them forward, a number of them will probably have to go short on this account. The car situation has been an annoying one to the shippers for some time and, while they have been promised better things, they have not yet materialized. The general opinion is that the present shortage is largely due to the railroads sending many of their empties to the anthracite regions where the needs are even greater than they are in the bituminous fields. Trade in the far East is not quite as active as it was and seems better supplied than the Sound ports, which are in great need of coal of all kinds. Line trade keeps up a good demand and is getting fairly good shipments. Most of the producers, on account of the smaller amount used by it and it being at a mine price, giving it the preference in shipment to get it out of the way.

Transportation from mines to tide is slow. Car supply is from 50 to 60 per cent of what is wanted. In the coastwise vessel market vessels are scarce and shipments to ice making ports are entirely avoided by captains. We quote as follows: To Boston, Salem and Portland, 75c; Sound ports, 60-65c; Wareham and Lynn, 85c; Newburyport, 95c-\$1.00; Portsmouth, 80c.

CARDIFF, WALES.
NOVEMBER 26, 1900.

In their circular dated November 26, Messrs. Hull, Blyth & Co., of London and Cardiff, say that while there was more inquiry for coal during the week ending on that day, no improvement in prices had taken place, owing to the scarcity of tonnage. The following gives the quotations of September 28, when the high water mark was reached, and on November 26, the prices being in United States currency:

	Sept. 28	Nov. 26.
Best Welsh steam coal.....	\$6.60 to \$7.08	\$4.92 to \$5.16
Seconds	6.00 to 6.60	4.68 to 4.80
Thirds	5.64 to 6.00	4.32 to 4.56
Dry coals	5.76 to 5.88	4.68
Best Monmouthshire semi-bituminous.....	6.00 to 6.24	4.44 to 4.56
Seconds	5.52	4.44
Best small steam coal.....	3.24 to 3.48	2.52 to 2.76
Seconds	3.06 to 3.18	2.16 to 2.40
Other sorts	2.88	1.80

The above prices for Cardiff coals are all f. o. b. Cardiff, Penarth or Barry, whilst those for Monmouthshire descriptions are all f. o. b. Newport, exclusive of wharfage, and are for cash in thirty days, less 2½ per cent discount.

The comparisons in freights for the same period are as follows:

	Sept. 28.	Nov. 26.		Sept. 28.	Nov. 26.
Gibraltar	\$2.16	\$1.98	Colombo	\$4.32	4.32
Malta	2.04	2.10	Singapore	4.80	4.44
Algiers	2.30	2.25	Las Palmas	2.04	1.92
Marseilles	2.30	2.35	St. Vincent	2.22	2.04
Genoa	2.28	2.40	Rio Janeiro	4.08	3.66
Naples	2.28	2.46	Santos	4.32	3.84
Constantinople	2.40	2.64	Buenos Ayres	3.36	3.24
Port Said	2.76	2.88	St. Lucia	2.46	2.28
Aden	4.32	4.32			

The circular says of freights: "With more inquiry and a scarcity of tonnage outward rates have appreciably strengthened, especially for the Mediterranean."

The stockholder plan of admitting miners into partnership is by far the best means to prevent strikes in the future—such as that adopted by the Pittsburg Coal Co., Pittsburg, Pa. The idea is an excellent one in every respect, both for employer and employee.

CINCINNATI, O.

DECEMBER 6, 1900.

The general tone of the market here is much better than it was a week ago. It is not as good yet as the dealers would like to see it, but as it is improving, there is no ground, or rather less ground, for complaint. The expectation of the many that the heavy receipts of coal by river would lower prices has not been realized, and while some buyers are still holding back their orders or refusing to make contracts for the season's supply of fuel the majority have given up the idea of getting their coal for next to nothing, and are buying just as if prices had always been what they are at present. Slightly colder weather has had a tendency to increase the consumption of coal for heating purposes, and many small orders have been coming in. Prices are unchanged, both wholesale and retail. For lump coal delivered to families, \$2.75 and \$3.00 in the city proper, and \$3.00 and \$3.25 on the hills continue to hold. Anthracite is worth \$6.75. Wholesale, Pittsburg and Kanawha lump bring 7½ cents a bushel, afloat in barges, while nut and slack sell for 5 and 5½ cents. Rail coal is worth \$2.30 to \$2.50 on cars here, while nut and slack are quoted at \$1.50 to \$1.65.

SAN FRANCISCO, CAL.

DECEMBER 1, 1900.

During the week there have been the following coal deliveries: From British Columbia, 8,650 tons; Washington, 12,848 tons; Oregon, 1,140 tons; Australia, 2,300 tons; England, 2,442 tons; total, 27,380 tons. This is somewhat less than we have actually consumed, but as we have a moderate amount in some of the yards, we are moving along very smoothly in the fuel line. Prices remain steady, and it is believed there will be no further change this winter. Considering the power vested in so few hands, the public may well feel gratified that the coal values have not been materially advanced; such generosity is peculiarly exceptional during the present absorptive age. All the foreign coals which can possibly arrive here in the next six months will not foot up over 100,000 tons, less than twenty-five days' actual consumption. This is evidence enough that our fuel market is under the absolute control of the coast collieries. We have now only three vessels en route with Welsh coal, about 7,500 tons, whereas at this time last year there were fifteen ships with 42,000 tons. Besides, the outlook indicates that the British products cannot be shipped with the present asking f. o. b. prices there; furthermore, early legislation is anticipated restricting the export of all English fuel. Large consumers locally are feeling assured that all their future power producing fuel will cost them less one year hence than at any former time, as oil and coal will then come into direct competition.

CONNELLSVILLE, PA.

DECEMBER 4, 1900.

The Courier says: "The coke trade of the Conneltsville region keeps pace with improvement in the iron markets. In all branches of the latter there is a buoyant feeling which is reflected to some extent in the coke trade of this district. The last month of the year will see much inquiry and considerable maneuvering for price on coke contracts covering extended delivery. In fact the prices on coke and ore are awaited with a very great deal of interest by the manufacturers of finished material in iron. On the former they are figuring on \$1.50 or a little lower a ton, while on coke they are in darkness. However, there is every likelihood that it will advance in price. The figures now being quoted may not be changed before the first of the year, but after that, furnace coke will take a jump of 25 to 50 cents a ton and foundry coke will be advanced accordingly.

"The new Klondike district, in southern Fayette county, is shipping about 200 cars of coke a week that in the past came chiefly from the Conneltsville region. This shipment, though, does not cause a corresponding shrinkage in the weekly shipments from this region. As long as there is coal in the Conneltsville field it will have the preference among furnacemen and will be first in demand among cokes. What has been lost, therefore, to the new Klondike country by iron and furnace firms building their own coke plants there has easily been made up in orders from other sources.

"Furnace coke is quoted at \$2.00 and foundry coke at \$2.50@2.75. These figures are for standard Conneltsville."

OMAHA, NEB.

DECEMBER 6, 1900.

Your correspondent has chatted with several brethren of the coal fraternity during these recent pleasant, warm days (it is not so pleasant, though warm, to-day), and from all news we can gather it is our opinion a complete synopsis of trade at the present time would make a chapter about like one found in a recent work on Natural History. A naturalist, writing up the fauna of a Northern country, devoted an entire chapter to owls, which read as follows:

"CHAPTER XXIV.

"OWLS."

"There are no owls in this country."

The trade would be delighted to welcome some seasonable weather. All grades of coal are in abundance here now and the dealers are requesting that shipments be "strung out" in order to give them a little more time to procure yard room. Owing to the demurrage rules there is no large surplus of coal on tracks here, and the prices, both wholesale and retail, are well maintained.

Mr. Cosgrove, secretary of the Iowa and Nebraska Wholesale and Retail Coal Dealers' Association, is very busy compiling a review of the work done by that association during the past year. Judging from a few of the proof sheets shown us, the publication bids fair to be a credit to any association. The organization is undoubtedly doing good work for both wholesale and retail dealers and all interested in the betterment of the coal trade should be glad to lend any assistance they can at all times.

IMPORTANT ANNOUNCEMENT.

Being desirous of furnishing to its subscribers as comprehensive a weekly record of the activity in the coal world as possible, THE BLACK DIAMOND has appointed as its Eastern traveling correspondent a journalist of many years' experience, who may be relied upon to furnish a weekly news budget which will not be merely interesting, but moreover a necessity to every wide-awake coal dealer. As the interest in the doings of the New England trade commands particular notice, special attention will be devoted to this field in the future. His letter, from Boston, Mass., a most important coal center, will be found in this issue.

BALTIMORE, MD.

DECEMBER 7, 1900.

Vessel rates stationary, and no radical changes since last report. Baltimore to Bangor, Me., \$1.05; Bath, Me., 95c; Portland, Boston and Salem, 85c; Portsmouth, N. H., 90c; New Haven, Bridgeport, Providence, Allyn's Point and New Bedford, 75c; Somerset, 90c; Fall River, 80c; New York, 70c; Galveston, \$1.75; Jacksonville, \$1.25; Savannah, \$1.15; Port Royal, S. C., and Charleston, \$1.25; Wilmington, N. C., \$1.00; Velasco, Tex., \$2.00; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3.00; Key West, \$2.00.

It is reported that Wilson Lee Camden, of Baltimore, has negotiated the sale to ex-Senator Henry G. Davis and Senator Stephen B. Elkins, of West Virginia, of a tract of 14,000 acres in Barbour and Upshur counties, West Virginia. It is said that the property contains extensive coal deposits, and it is understood that the purchasers will open the mines. The Baltimore & Ohio railroad extends through a portion of the field, but it is said to be more than likely that the West Virginia Central railroad will be extended from Bellington when operations are begun. The tract adjoins the property of the Century Coal Co.

The Huntingdon & Broad Top Mountain Railroad & Coal Co. makes the following statement of the amount of coal transported over the road for the week ending December 1, 1900, and previously during the year:

	Week. 1900.	Total for year 1900.	Total for year 1899.
Broad Top, tons.....	13,028	589,123	521,463
Cumberland, tons.....	31,093	1,299,678	1,687,568
Total	44,122	1,888,802	2,209,032
Decrease	8,618	320,229	

It looks as though there was some trouble in store for the Baltimore & Ohio Railroad Co., John D. Crimmins has just brought a suit in equity in the United States Circuit Court against the railroad company in behalf of himself and other holders of preferred stock of the company, asking for a temporary injunction restraining the directors of the road from paying to the holders of the common stock the 2 per cent dividend declared last August, payable on March 1, 1901, on the net earnings for the year ending June 30, 1900. An injunction is also asked restraining the directors from paying any dividend on the common stock from the net earnings of future years until a dividend of 4 per cent shall have been declared and paid on the preferred stock of the road for each such year. In case the court decides that the holders of the common stock are entitled, after the dividend of 4 per cent on the net earnings has been declared in favor of the preferred stock, to have paid to them a dividend of 4 per cent on the common stock out of the net earnings, Mr. Crimmins asks that the company then be restrained from declaring a dividend on the common stock in excess of 4 per cent out of the net earnings for any fiscal year until a dividend pro rata with that declared on such stock shall have been declared in favor of the preferred stock.

A NEW EASTERN COAL ROAD.

It is stated that an arrangement has been entered into between the New York Central and Pennsylvania Railroad Companies to make a new outlet for the bituminous coal of the Clearfield region. The increased output of bituminous coal within the last three years, due to the enormous expansion of the iron and steel industries and the beginning of an export trade in coal, has taxed the transportation facilities of this region. The proposed new construction is to relieve this tension. At present the coal comes out over the Tyrone & Clearfield road of the Pennsylvania system, and the Beech Creek railroad, which is a part of the New York Central railroad system. The Pennsylvania railroad also has a road running southward from Keating, on the Philadelphia & Erie railroad, to Karthaus, well down in the Clearfield region. The Beech Creek road parallels the Tyrone & Clearfield line for a considerable distance through the coal region, running nearly eastward to a connection with the Pine Creek road at Jersey Shore, crossing the Philadelphia & Erie road at a point a few miles east of Lock Haven. It has been learned that the agreement entered into between these two great railroad companies which have heretofore competed for this coal traffic is that a third outlet shall be made by extending the Pennsylvania railroad's line southwestward from Keating to Clearfield along the west branch of the Susquehanna river. This would give a haul over the Philadelphia & Erie line from Clearfield, via Karthaus and Keating, and the Philadelphia & Erie main line to its junction with the Beech Creek road, before mentioned.

It could not be learned whether the Pennsylvania Railroad Co. had taken definite action in the matter, as the New York Central managers are reported to have done.

Italy depends almost entirely upon foreign fuel for industrial purposes, says London Engineering, but it would appear that by making use of her natural water power for generating electricity, the import of coal is gradually diminishing. In 1899 there were 4,860,000 tons of coal imported, of which 3,110,000 tons were purchased from abroad in the first six months. Compared with this, during the first seven months of this year, only 2,837,000 tons of coal were imported, or a decrease at the rate of about 470,000 tons a year.

ON THE WING.

The Chicago & Eastern Illinois R. R. has placed an order for 500 coal cars with the American Car & Foundry Co.

Mr. Waggoner, manager of the Hosford Coal Co., Burlington, Iowa, was in Chicago this week visiting the coal trade.

The Webster Coal & Coke Co., Philadelphia, has purchased a piece of fine coal land in the vicinity of Johnstown, Pa.

Mr. Robert Dick, of the Robert Dick Coal Co., Carterville, Ill., was in Chicago, last week, visiting friends in the coal trade.

A new concern chartered during the week at Harrisburg, Pa., is the Covey Creek Coal Co., at Moosic, with a capital of \$20,000.

Mr. E. T. Blue, Star City, Ind., was in Chicago this week to attend the Fat Stock Show, and incidentally called upon friends in the coal trade.

Mr. Ford, of Ford & Frick, left New York, Dec. 1, for Florida, where he will take a rest of a couple of weeks before he returns to active duties.

We hear that Mr. Z. J. Hobbs expects to sail for Hamburg on the 12th instant in the interest of the export coal trade. Mr. Hobbs expects to be gone about a year.

Mr. Thomas E. Doremus, of the Cumberland Coal Co., Crossville, Tenn., was in Chicago this week, renewing old acquaintanceships and making new friends in the coal trade.

Two coaling stations for the navy are to be established in California, one at San Francisco and one at San Diego, the former with a capacity of 150,000 tons and the latter 25,000 tons.

It is reported that the Delaware & Hudson Co. is considering the advisability of acquiring by purchase the Laflin Coal Co.'s collieries at Laflin, and the collieries of the Langcliffe Coal Co. at Avoca.

The Webster Coal & Coke Co., in order to take care of their rapidly growing business, have taken a suite of offices on the fourth floor of the Washington Building, New York, and expect to occupy them at once.

The Standard Fuel Co., 215 Dearborn street, Chicago, of which Mr. M. Mundhenk is president, sends out a blotter on which is printed: "When you want Green county, Indiana, semi-block coal, call up this company."

Milwaukee coal shippers are of the opinion that anthracite coal will advance after the close of navigation. The shortage of anthracite will be fully 150,000 tons, even if steamers continue to load and sail until the approach of the holidays.

It is reported that with the beginning of the middle of December, Furness, Withy & Co. will operate the line from Newport News to Liverpool and London. Freight will also be taken from Norfolk. The line will operate six ships.

The Lehigh & Wilkesbarre Coal Co. report that they are entirely sold up, and as a consequence have refused to book orders for the past two weeks on their line trade and for a week past on their tidewater business, having had nothing to offer.

The absorption of the Jersey Central railroad by the New York Central and the Pennsylvania roads and to be operated by the latter, has sent its holdings up to \$150 on minority stock. Jersey Central is a large operator and carrier of anthracite coal.

California is to be supplied with coke for iron foundry purposes by the Southern Pacific railroad, which has made a rate of \$8.00 from Tennessee and \$10.50 from West Virginia. Heretofore all the coke consumed there has been received from abroad.

A cablegram from Strasburg to the Chicago Record says: "What are supposed to be very rich coal fields have been discovered at Dolchen and other places near Metz. Nine mines have been opened. Coal is now expected to fall in price in Alsace-Lorraine."

The new five-masted schooner Louis B. Crary, which was recently launched at Bath, Me., is now loading her first cargo of coal at Philadelphia for Havana. She will carry 3,700 tons. Her cost was \$100,000, and she is considered one of the finest equipped schooners afloat.

Mr. John Newsam, a coal operator of Peoria, Ill., is now running the Maplewood shaft at Farmington, he having recently purchased the property, including 120 acres of coal land. Under the efficient management of the new proprietor the property should prove to be a paying venture.

A correspondent at Shamokin, Pa., in the heart of the anthracite coal region, writes that the miners are considering a proposition to work four days a week only, so that the producing companies will not accumulate a large stock of coal in case a wage agreement is not arrived at next April.

The October report of the Chesapeake & Ohio is the most favorable one this year. It shows an increase in its gross earnings of 23 per cent and 53 per cent in net earnings. The gross earnings for the year to date are \$5,376,128, an increase of \$919,428 over the corresponding period of 1899.

The first shipment of white ash coals made by the Philadelphia & Reading to New York since the strike arrived on Saturday, Dec. 1. Owing to the great shortage of all sizes this company has been able to ship some of their red ash coal only to this harbor during the entire month of November.

It is very strongly rumored that the Southern railroad, with its 6,291 miles of rails, which is the key to the situation in the South, may be absorbed by the Pennsylvania company, as by this means the operation of the great lines east of the Mississippi may be brought under two great central heads.

A correspondent at Indianapolis, Ind., writes that the miners' union will make a determined effort to organize the miners of West Virginia. The districts enumerated are the Fairmont, Kanawha, New River and Pocahontas. The efforts of the union in that state so far have been practically abortive.

The Brazil Block Coal Co. have just installed an Ottumwa Box Car Loader at their No. 1 mine at Brazil, Ind. This is the first box car loader ever placed in the Indiana block coal field, and its success in handling this coal is another evidence of the superiority of the Ottumwa Box Car Loader over all others.

Mr. H. H. Heiner, Spitzer building, Toledo, Ohio, was in Chicago last week, visiting the coal trade. He says: "The Big Mountain Mining Co. is prospering and we have more business than we can take care of promptly." Mr. Heiner is the general sales agent of the company, which produces a fine grade of splint.

The Wilmington Star Mining Co., 167 Dearborn street, Chicago, whose mines are in the Wilmington field, advise us that the new mine at Coal City, Ill., is now producing coal in merchantable quantities and will shortly be hoisting several hundred tons daily. This is known as their No. 6 mine, and it is a modern plant in every particular.

With the compliments of the season, Mr. I. W. Copelin, Toledo, Ohio, sends out a neat four-page circular to the trade. He ships Scranton, Lackawanna, Wilkesbarre and Lehigh anthracite and a full line of bituminous coal and coke, at "prices on the Q. T." He also says and can be depended upon "to hustle and rush things—except the growler."

To illustrate the scarcity of rail anthracite, a car of chestnut was for some reason switched from a train and left at a town in Michigan. The consignors in Chicago were importuned by wire, long distance telephone and mail by three dealers to sell them the coal at an advance above the circular. Of course it was forwarded to the original consignee.

Our Pittsburg correspondent reports that the Henry S. Mould Co., of that city, has an inquiry for a shipment of 500,000 tons of briquette coal abroad. The consignment is wanted in Europe. The briquettes required are to weigh eleven pounds each. It is claimed that the breakage of the ordinary bituminous coal in transit abroad can be overcome by briquetting it, and that in this condition it would meet a ready retail market. If the order can be placed it will be the most important movement of coal for export yet undertaken. About eighty-five of the heaviest ocean freighters would be required to transport it.

The Universal Fuel Co., at its experimental plant, at Thirty-fourth and Iron streets, Chicago, has determined, from successful tests of North Dakota lignite coal, that it readily cokes and in that shape makes a good domestic fuel. It is quite possible that coke ovens will be erected in the near future at Wilton, N. D., where Senator Washburn's mines are located.

Judge McPherson, of the Supreme Court at Philadelphia, has handed down an opinion holding that a mining company cannot be adjudged an involuntary bankrupt. The ruling was made in the case of the Woodside Coal Co., which is engaged in mining and shipping coal at Woodside, near Minersville, Schuylkill county, Pa. In short, the ruling is that a "mining company is not engaged in trading or mercantile pursuits."

The Chicago Times-Herald says: For several days rumors of a contemplated advance in bituminous coal freight rates at the beginning of the bituminous year, April 1, 1901, have been current, and these were confirmed by a Pennsylvania railway official yesterday. He admitted that the question of advancing these rates had been under consideration and that an advance of 10 per cent over present rates had been practically agreed upon.

The steam coal salesmen of Chicago met at the Great Northern Hotel, December 1, and formed a temporary organization and appointed a committee to draft suitable resolutions, etc., for the formation of a permanent organization to be discussed at the adjourned meeting on Saturday, December 8. The temporary officers were Stephen Lawson, chairman; W. T. Delehanty vice-chairman; T. C. Wright, treasurer, and A. D. Daumbing, secretary.

The Burlington Coal Co., 225 Dearborn street, Chicago, has issued a three-folder circular, entitled "Golden Nuggets of Coal." This company, as stated in the circular, handle coal direct from the mines, which includes smokeless Ocean, Cambria and Pocahontas, Kelly Creek Splint, Fairmont and Monongah, W. Va.; Hocking, Smith, and Indiana and Illinois coals. The circular is attractively printed, in two colors—blue and red—on a heavy Manila paper. Send for one.

The International Magazine for December is a fine holiday number and, most appropriately, the first story is "The Passion Play of Oberammergau," finely illustrated. The descriptive matter, which is from the pen of Helen Flinn Wilcox, is excellent, not a superfluous line, but every one of them full of import. Any one of the stories with which the magazine is filled is well worth the price. It is published by the proprietor, A. T. H. Brower, at 358 Dearborn street, Chicago; \$1.00 a year, 10 cents a copy.

Mr. J. H. Winder, Columbus, Ohio, secretary the Sunday Creek Coal Co., has issued a very elaborately and artistically illustrated desk card calendar and circular price list for December, which is embellished with a bunch of holly and berries, illuminated crosses, etc., in seven colors. On the reverse side lump is quoted at \$1.50; steam lump, \$1.40; run of mine, \$1.35; domestic nut, 85 cents; steam nut, 75 cents; pea, 60 cents; slack, 40 cents, and fine slack, 25 cents; box cars, 10 cents per ton extra.

The firm of O'Gara, King & Co., Western Union building, who sell and distribute upwards of 1,000,000 tons of anthracite and bituminous coal and coke annually, have a public contract for 50,000 tons, in the handling of which Mr. O'Gara says: "They have apparently incurred the enmity of a certain political clique which is making attacks through a Chicago daily, and which, to the uninitiated, seem plausible, but are in reality covert assaults for a certain purpose, which are readily understood by prominent politicians."

With the compliments of A. J. Moorshead, general manager of the Madison Coal Co.'s properties, at Mount Olive, Glen Carbon and Edwardsville, comes a handsomely finished match safe, neatly nickel plated and embellished with a fine colored view of mine No. 6, at Divernon, Ill., which is claimed to be the most completely equipped mine in the world, with a capacity of nearly 6,000 tons daily, eight working hours. The entire product of this company is cleaned by shaker and revolving screens, than which there is none better for steam and domestic use. A handsome pocket souvenir. Send for one.

The Pittsburg Coal Co., Pittsburg, Pa., a corporation which employs 20,000 men, offers to sell stock to its employes on the installment plan. The company offers what is known as preferred stock and holds out special inducements to employes to invest their savings in this way. The management of the company will remain with the old owners. The employers are presumed to be familiar with the business methods of the company and to have some knowledge of the value of the property. The holder of a share in the stock does not become interested in the management, as in associations on the co-operative plan, but simply is entitled to the same dividends as other stock holders.

Occasional criticism and often hypercriticism is made of the large profits of the Pennsylvania coal companies, but their dividends as a rule are insignificant compared with the enormous profits of English coal companies last year, and this year those of the British companies promise to be higher. Quite a large number of companies pay 10 per cent and many others pay 15 to 25 per cent. The Fife Coal Co., limited, for instance, on Aug. 10, 1899, paid an "interim dividend" of 20 per cent, and for the second half of the year paid 30 per cent, making 50 per cent for the year. The United Collieries, limited, paid 20 per cent for the previous half of the year, and for the last half, ending Sept. 30, 1900, the directors resolved to pay the usual 2½ per cent on the preferred and an interim dividend of 40 per cent, free of income tax, on the ordinary shares.

It is greatly to be regretted that, by an accident at the Vintondale coal mine, near Johnstown, Pa., Mr. Herbert E. Goodman, manager of the Goodman Manufacturing Co., Thirty-ninth street and Stewart avenue, Chicago, sustained the loss of one of his limbs from just above the knee, on Tuesday a week ago. It appears that while on the 500-foot level of the mine, where he was inspecting an electric drill, a coal car on the incline broke from the chain rigging and started down. Superintendent Claghorn and others who were with Mr. Goodman crowded to one side of the narrow passage to let the runaway car pass, but in the scramble one of his legs was caught and so severely crushed that amputation was necessary, the operation being performed at Johnstown. Mr. Goodman is doing well and expects to return home in a week or ten days.

The management of the Chicago, Burlington & Quincy railroad has contracted with the Baldwin Locomotive Works for thirty more new freight engines, to be delivered next March. They will be alike in construction, each having three pairs of drivers and a set of leading and trailing trucks. The driving wheels will measure sixty-four inches in diameter and the truck wheel thirty-seven inches in diameter. The dimensions of the cylinders will be 24x24 inches. The engines will differ from the average freight train puller in having wider and shorter fireboxes. The fireboxes will be 7 feet long and 6 feet wide, and their heating surface, combined with that of the tubes, will be about 2,498 square feet. The weight of each engine on its drivers will be 120,000 pounds. The leading trucks will weigh 16,000 pounds and the trailing trucks 24,000 pounds. Unloaded, each tender will weigh about 38,000 pounds. It will have a capacity of 5,000 gallons of water and between nine and ten tons of coal.

Reports from Boston are to the effect that thirteen or more tugs arrived in Boston on Monday towing about thirty-two barges loaded with coal, amounting to 47,000 tons, while another fleet of vessels is at Vineyard Haven with about 25,000 tons more, awaiting favorable weather to round the cape. This is in addition to the 100,000 tons that arrived there last week. The list of tugs arriving on Monday is as follows: Carbonero, Philadelphia; Fred E. Richards, Philadelphia; Valley Forge, Philadelphia; Tamagua, Philadelphia; Lackawanna, Hoboken; Dudley Prey, Weehawken; Joshua Lovett, Weehawken; James Wooley, Hoboken; Gladiator, New York; Wrestler, New York; Lehigh, Perth Amboy; Cheelowago, Perth Amboy; Triton, Baltimore; A. W. Chesterton, Gettysburg, and Dolphin. As a result of these arrivals late reports give the soft coal market as weak, while anthracite continues strong, and shippers are offering premiums for spot cargoes. The Philadelphia & Reading prices for shipment during December, 1900, will be as per circular No. 32, of October 17, 1900, to their line and city trade. All unfilled November requisitions will be cancelled.

SUBSTITUTE FOR COAL IN ALASKA.

It has been suggested that the so-called "muck" covering the tundra in the Nome district may be dried and will make good fuel as a substitute for coal or wood. This "muck" is composed of vegetable fiber and is a counterpart of the peat bogs which constitute the source of fuel of some proportion of the population of the United Kingdom, particularly in Ireland. If the dry weather in summer in Nome is long enough to season (evaporate the moisture) the "muck" it will help to solve the problem of fuel supply there. In Germany it is proposed to reduce peat, which is a similar substance, to a pulp so as to destroy the fiber. This rids it of the major part of the moisture it contains which, before sun drying, amounts to 75 per cent, of which it loses comparatively little when dried in its native state. After being reduced to a pulp it is easily dried and furnishes an excellent charcoal. In using the product thus obtained the results equal 93.25 per cent of the best coal when used in locomotives and it leaves only 2.62 per cent of ash. The cost of converting peat into a coal substitute in Germany is represented by the American consul at Coburg to be only 61 cents per ton. If the tundra muck of Nome can be used as fuel so can the tundra muck of the Yukon valley, for in both cases it is formed of the decayed vegetation which grows rankly there during the short summer months.

At Carrollton, Ohio, the Owens Coal Co. has secured the coal under the "Newell" farm, which will be developed in the near future.

THE COAL TRADE OF BOSTON, MASS.

(By THE BLACK DIAMOND'S Traveling Correspondent.)

BOSTON, December 6, 1900.

"It would do some of the Western coal men good to come here just for a week and see how we handle coal in Boston," said a prominent wholesaler of the 'City of Baked Beans' to me by way of greeting. It was the same story right through; every coal dealer, retailer, wholesaler and miner's representative expressed to me his pride in the modern plants of Boston. They are proud of their yards, their machinery, their vessels, their teams and their offices, and, what is more, they have a perfect right to be proud of these achievements. It would be wrong to pick out any single plant for special commendation; there are dozens of them where every modern mechanical appliance is found and put to the best use, where the stock is handled in the swiftest manner without being at all visible, and where the appointments are perfectly ideal. What with the first snow-flakes on the ground, and heavier receipts than within any week since the strike, Boston's coal merchants were indeed kept busy this week. In the earlier part of the week thirty-two barges, loaded with about 47,000 tons of coal, arrived in Boston harbor. At Vineyard Haven is a fleet carrying about 25,000 tons more which will arrive in the near future. Wednesday's and Thursday's storm wrought great havoc among the coal fleet in Boston, and one of the Metropolitan Coal Co.'s lighters fell a prey to the fury of the elements. A large number of coal vessels are on their way to Boston, and the consignees were in a very anxious frame of mind anent their safety this morning.

In proportion to its size, Boston has more office buildings than any other city in the United States. They are not of the skyscraper variety, as those of Chicago and New York, but they are luxuriously equipped, and, I said before, numerous. These buildings furnish the principal market for the retail dealers of Boston. Residential and private trade comes next in point of importance; factories and steam craft are the principal outlet for bituminous coal. Competition is keen, but sound, and that it is so is in no small degree due to the existence of an organization among the coal men, known as The Coal Club. This association was organized in 1892, and its

active membership consists, today, of almost every one of Boston's retail coal merchants. The wholesalers are entitled to associate membership. The members of the club meet once a month, at some hotel or restaurant, and enjoy an informal dinner. The post prandial program of these dinners is given up to business. The club has an executive committee, which recommends a scale of prices and other matters pertaining to the improvement of the conditions in the trade. To the credit of Boston's coal merchants be it said that these recommendations are nearly always faithfully abided by, and Mr. Wellington, of the firm of Wellington & Wild, who is secretary of the club, tells me that the schedule of prices recommended last by the executive committee is today practically the prevailing selling rate. The club has also

carried through the entire abolition of the contract system, and the Boston trade, due to the foresight of the executive committee, enjoys today practical immunity from losses incidental to obligations of delivery with the market rising. The president of the Coal Club is Mr. John A. Stetson, of A. M. Stetson & Co., and the other officers are as follows: Vice-president, Mr. Herbert F. Hanson, of the Marsden Coal Co.; secretary, Mr. Wellington, of Wellington & Wild; treasurer, Mr. B. F. Wild, of the same firm; directors, Mr. F. C. Warren, of the F. C. Warren Co.; Mr. Edward Hamlin, president of the Metropolitan Coal Co.; Mr. Eugene Nelson, Mr. Isaac Chase, and the officers. The harmony and uniformity in matters vital to the retailers secured by this organization are the more remarkable as there exists no cast iron agreement between the members to abide by the action of the executive committee. These agreements, with which usually the forfeiture of a certain sum of money is connected, have been the reefs on which dozens of trade organizations have foundered in the past, and it is probably in no little measure due to moderation in that direction that the club has had a successful career extending over eight years.

The formation of the Metropolitan Coal Co., a little over two years ago, has, of course, changed conditions considerably. This corporation is a merger of Boston's five largest retailers that had tidewater facilities. The company's offices occupy an entire building on Congress street, and the salesroom is a model of modern equipment. Mr. C. A. Campbell, the company's general manager, furnished me the following information which, in itself, will bear out my assertion that the organization of this company has changed existing conditions considerably. Said Mr. Campbell: "The Metropolitan Coal Co. has eight wharves by which distribution within a territory covering fifteen miles in radius is effected with the least possible expense and delay. All our plants are of the deep water kind. Complete discharging apparatus and large storage capacity are provided for on each of our wharves. We have a fleet, consisting of two seagoing steamships, of between 2,500 and 4,000 tons capacity, six barges that accommodate anywhere between 2,000 and 3,000 tons, two towboats and fifteen lighters. One of our steamers, The Hector, which has a capacity of 4,000 tons, was one of the prizes captured by the United States navy during the Spanish-American war. She was formerly called The Pedro. We bought her from the Government, and adapted her to our purposes. She is now making regular trips between the coal ports and Boston. (As The Hector happened to lie in port, a photo-

graph of her was secured, which is herewith reproduced.) We have 400 horses and a corresponding number of trucks and wagons. Our sales are effected partly by drummers, and perhaps largely by the various branch offices which we maintain in the different parts and suburbs of Boston."

Mr. Campbell is one of Boston's pioneer coal merchants. He started in when he was a six-year-old lad. This was forty-one years ago, and his father had then already spent a lifetime in the coal business. Mr. Campbell's specialty was and is to this day steamship and harbor craft trade. In the days of his youth he became intimately acquainted with the founders of Boston's transatlantic steamship lines, and this friendship he found useful in later years. Mr. Campbell spent some time in Europe, studying the coal business in Liverpool and at other ports, and he is thoroughly at home on all questions pertaining to the trade. His son, Mr. J. Campbell, is the engineer of the Metropolitan Coal Co. Though a very young man, he has made himself extremely valuable to his firm, the mechanical plants of which were all erected under his direction. Some of the machinery he designed has a discharging capacity of 2,000 tons, and a lighter, built from his plans and under his supervision, discharges coal into and from steamships, weighing the coal while being conveyed. The harbor business of Boston is quite an active one, the large steamships requiring anywhere from 300 to 1,000 tons. Mr. J. Campbell is an indefatigable worker, and his father told me this morning after he had left on a visit to Baltimore and Philadelphia in connection with a new piece of coal machinery. Young Mr. Campbell also visited the coal centers of Europe some time ago. The Metropolitan Coal Co. has an aggregate storage capacity of 200,000 tons, and I can state, semi-officially, that the number of tons they handle annually comes very near the million mark.

It is but natural that the advent of such a large corporation as this forced the other retailers to unprecedented activity, and the result justifies once more the adage that "competition is the life of trade." Wellington & Wild, the Marsden Coal Co., the F. C. Warren Co., and all the other dealers anticipate a very lively season and their only anxiety appears to be the question of supply and not of sales.

Mr. E. B. Townsend, who does an extensive trade in bituminous coal, also inclines to an optimistic view of the situation. Mr. William T. Bur-

rows, treasurer of the Boston Coal Co., said to me: "The mills have a plentiful supply of water, and whenever that is the case they are slow in buying coal. I could hardly say that business is extraordinarily active, though we are holding our own."

The Boston Elevated Railroad has recently erected some gigantic power stations. The coal supply for these is brought direct from the mines, and, to that end, five wharves have been fitted up for the discharge and storage of their coal. The electric light companies, of which there are three, two of these being large concerns, are also an important factor in the local market.

Among the wholesale dealers all energy is being bent toward satisfying the pressing wants of

the trade. Mr. S. Crumb, sales agent for Dickson & Eddy, said to the BLACK DIAMOND'S correspondent: "We are doing everything possible to relieve the wants of our patrons. We have certain points all over New England where our shipments are laid down. Some of them are then broken up and delivered to the retailers along the various lines of railroads. The feeling prevails here that, if a serious spell of cold weather should set in the shortage in anthracite would needs lead to a considerable appreciation. We have a number of heavily laden barges on the way which I expect shortly. I hope they will outride the gale."

C. W. Claffin & Co. make a specialty of all-rail coal, and their plants, at various points in New England, are models of mechanical ingenuity. I have secured a photograph of their Worcester plant, which will be published in the next issue. The picture will be proof positive of the go-ahead style of progressiveness that prevails among the coal trade of Massachusetts.

Mr. Sherwin, the representative of the Philadelphia & Reading Coal & Iron Co., happened to be absent from the city when I called at his offices. This company was practically the evolutionary factor in Boston's coal trade, and Mr. Sherwin was the guiding spirit of the company's New England trade. One of the old-timers has given me his reminiscences of Boston's coal trade a generation ago, which I will reserve for my next letter.

The Dominion Coal Co. has its principal offices in Boston, but aside from occasional shipments to its own plant, at Everett, does not compete for local trade.

The Boston trade has by no means yet reached its highest point of expansion. Building activity is on the increase, steamship traffic is becoming heavier from year to year, new manufacturing enterprises are being started daily, and where is there a line of trade that profits so much from general activity as does the coal business? The men and methods are broad, and there is every hope, yes every prospect, that Boston's coal trade will soon reach the five million mark. From no other port in the East will the operator benefit so much by an increase in traffic as from Boston.

The steamship John C. Hill took on board some 7,307 tons of coal at Lorain, Ohio, for Duluth, Minn., last week, the largest cargo ever loaded at that Lake Erie port.

The Covey Creek Coal Co., Mossic, Lackawanna county, Pa., was incorporated this week, with a capital of \$20,000.



The Hector, one of the Metropolitan Coal Co.'s Fleet.

COAL STATIONS FOR THE U. S. NAVY.

A Washington, D. C., correspondent sends the following interesting coal news:

"Four Governments have been requested to authorize the United States to establish coaling stations on their territory, and a fifth is to be approached. Because of the importance of dominating the terminus of the projected Nicaragua canal, the authorities are anxious that the navy shall have convenient bases from which to operate for the defense of the waterway. It has, therefore, been endeavoring to acquire the Danish West Indies and sites on the isthmus, at Chiriqui Lagoon and the Gulf of Dulce, and one of the islands of the Gallapagos group. Up to this time its efforts have not met with success, but during the next few weeks it is proposed to renew the attempt to obtain the concessions desired. In the case of the Gallapagos Islands Ecuador was seemingly suspicious of the purpose of the United States in connection with the acquisition of one of the islands, and plumply refused. In naval circles there is apparently no anxiety with respect to these islands, the principal object of the submission of the proposition to display an interest in the group and prevent Germany or Great Britain acquiring it having been attained.

"With respect to the establishment of coaling stations in Chinese waters, it is said by officials that nothing can be done until the conclusion of the peace negotiations in Peking. Admiral Bradford proposes to establish a coaling station, having a capacity for 100,000 tons on Mission Rock. An American warship leaving San Francisco will coal at Mission Rock, then at Honolulu, where a station accommodating 20,000 tons of coal is in course of construction; at Guam, where 10,000 tons of coal will be laid down, and at Manila, which is to be made a large coal depot. The warships can also find coal at Yokohama, where the United States owns a lease on ground where a coal pile now stands."

CENTRAL RAILROAD CONTRACTS OF BRAZIL.

Anent the calling for tenders for the supply of 120,000 tons of steam coal for the use of the Central Railway of Brazil, during the coming year, it will be of interest to American exporters of coal to know the exact conditions and terms governing this business, especially as this is the first time that tenders for the supply of American coal have been admitted, which are as follows:

1. The contractors undertake to furnish coal of first quality and in accordance with the stipulated conditions newly extracted from the best Cardiff or American mines, treble screened, yielding not more than 4 per cent of ash and containing not more than nine-tenths per cent of sulphur, and its heating power must be not less than 8,000 calories per gramme, measured by Thompson's calorimeter, all of which will be verified by analysis and experiments carried out by the administration of the railway, or by anyone it may nominate for that purpose.

2. The coal that, duly analyzed and experimented on, should not satisfy the conditions of the preceding clause will be rejected, must be immediately replaced by the contractor by other of proper quality, in order that the railway shall not run short of supplies. Should that happen, it will be purchased in the market, all differences being on account of the contractors in addition to the fines they may have incurred.

3. The coal must be delivered in large lumps, not more than 5 per cent of small coal of the size of 30 cubic inches being admitted, and 10 per cent of dust. By dust is meant the earthy particles which pass through the sieve meshes of a centimeter opening with an inclination of 60 per cent.

The method of insuring the execution of this clause will be determined by the administration, as may be considered most convenient.

Should the quantity of small coal and dust at each delivery prove greater than that stipulated on, the coal will be screened on the contractor's account and the quantity of pieces verified to be less than thirty cubic inches in size, as well as the dust, shall be reduced to the stipulated proportion.

4. The coal shall be delivered ashore at the maritime station of Gamboa or into the wagons of the railway at the same station, in quantity corresponding to an average of 12,000 tons per month. The railway does not agree to furnish wagons for more than 500 tons daily.

5. For each English ton of one thousand and fifteen kilogrammes, delivered under the conditions of clause, the railway will pay the price of ——— exclusive of import duties. The customs dispatch of all coals for the use of the railway will be effected by officials of the railway itself, for which purpose the bills of lading must be made out in the name of the said railway.

6. In case of a strike among the miners employed at the mines that deliver the coal at the port of Cardiff or other port, the contractors will be obliged to continue to supply the coal, although it may be of other origin, at the price contracted, the quality of the coal in this case to be equal to the best used on the English railways.

7. The payments for monthly deliveries will be made at the national treasury in bills of exchange or national money (currency) calculated at the rate of exchange of the day on which the order for payment from ministry of public works is issued by the Federal treasury.

8. Delivery will commence in the first fortnight of the month of January, 1901, and end in December of the same year.

9. The administration of the railway reserve the right to increase or decrease the quantity to be furnished monthly up to 20 per cent with sixty days' previous advice to the contractors.

It further states that tenders may be for supply, partly of Cardiff coal and partly of American; competitors offering the latter, however, must at the beginning of next November, deposit a sample of two tons to be experimented on and serve as a standard of quality, should the tender be accepted.

The competitors will previously deposit at the treasury of the railway the sum of Rs. \$5,000, which deposit will revert to the coffers of the railway in case of refusal to sign the contract, if adjudicated.

Walter C Taylor, Damascus, Ohio, has arranged for the development of a large piece of coal land near Sebring.

DEMAND FOR COAL IN ODESSA, SOUTHERN RUSSIA.

Consul Heenan sends from Odessa, October 16, 1900, copy of a letter from the mayor of that city, asking for certain information regarding the properties and prices of American coal. That the heating problem at Odessa is a serious one, says Mr. Heenan, will be seen by the statement in the mayor's letter that in the event of a still further increase in the price of coal, the town authorities will purchase and sell it to the residents, presumably at cost price. The consul thinks that American coal can be brought to the Black Sea ports and sold at a fair, if not a large, profit. The towns of Nicolaiev and Sevastopol, as well as Odessa, are largely dependent upon foreign coal. The Russian fleet on the Black Sea and all southern railways are customers for the best qualities of foreign coal, and there is no reason why the United States should not establish a permanent trade in this article. In view of the importance of the question under consideration, Mr. Heenan suggests that those of our business men who propose to engage in furnishing coal to Russia should send competent and thoroughly trustworthy men to study the requirements of the trade. He believes that coal amounting to from 800,000 to 1,000,000 tons could be sold each year.

RUNNING THE WORLD WITHOUT COAL.

An article by John Habberton, in the Philadelphia Evening Post, December 1, with the above rather startling caption, is rather "gassy" and admits of considerable doubt. It reads as follows:

Reports continue to come from the Paris Exposition that a cheap and convenient means has been devised for separating common air into its component gases so that the oxygen may be burned to create light and heat. We are not told what becomes of the nitrogen, nor is it likely that many of us would retain the information were it imparted to us, for some facts are large enough to obscure all smaller ones in their vicinity, and the getting of light, heat and power from the air, if it is a fact, is one of them.

The "decomposer" of air for lighting is said to be so small in proportion to the service done by it that one no larger than an egg will light a room brilliantly for hours; hitherto this effect has required the consumption of a cubic foot of coal or a quart of oil or a lot of naphtha, or some other of the ill-smelling things that are used by the gas companies. If electric lights were used the cost would be as great as that of gas. With cost of light as a standard of comparison it would seem that the householder's outlay for heating and cooking is to be reduced to almost nothing, and that in time the family coal-hod will become as great a curiosity as the helmet of the mediæval soldier. The source of fuel, instead of being in widely separated forests and mines, will be within reach anywhere and everywhere, so battleships and cruisers will no longer be "tied to a coal-heap," all steamers of the mercantile marine can be fast yet not lessen their freight capacity by setting aside hundreds of cubic yards of space for coal bunkers, and locomotives will never be obliged to slow or stop to "coal up." There will be no showers of cinders and coal dust through the windows and ventilators of railway cars, nor will manufacturers befog the air and besmirk the faces of women and shirt fronts of men with sooty flakes from chimneys. There will be no dread of hard winters.

Indeed, the economic revolution that must follow the substitution of air for coal in the generating of heat for commercial purposes will be too great for general comprehension; only trained statisticians and financiers can estimate its magnitude, and even these are likely to do some colossal blundering in the course of their calculations. But one fact within the grasp of the feeblest mind is that if coal is to make way for a substitute there can be no more coal mine explosions, with their attendant horrors, to sicken millions of hearts throughout the country. Also within the general understanding is a fact almost as cheering; without coal or the demand for coal there can be no more miners' strikes, to take food from the mouths of women and children, array class against class, and stimulate the latent meanness and brutality of both classes, give demagogues a chance to make money and political capital out of the conflicting interests while widening the breach between them, and lessening respect for human nature in all spectators of the contest. So radical a change cannot be made without some friction; miners will be obliged to find new ways of earning their livelihood, but they are quite competent to do it, for they are a healthy, courageous, enduring lot, and while they look for a new start in life they will be sustained by the joyous knowledge that the "operators," too, will be out of a job and without possibility of finding anything so profitable as coal mining.

THE COAL FIELDS OF CHINA.

In a report on the coal fields of the Chinese province of Shan Si, recently published, Prof. Drake, of Tien Tsin estimates that within 150 square miles around Tse Chau there are about 3,000,000,000 metric tons of coal, and yet this area is only a little of the ragged edge of the great coal fields of Shan Si. Richtofen, in 1870, estimated that the anthracite coal alone of this province amounts to 630,000,000 tons, and that the coal area is greater than that of Pennsylvania. The workable coal of Tse Chau lies in one bed, the average thickness of which is probably not less than twenty-two feet. All of this coal is anthracite with a specific gravity of 1.5, and it is hard enough to support any weight put upon it in the blast furnace. The proportion of sulphur is uniformly low, and that of ash also. The soil in the neighborhood of Tse Chau is highly fertile, and supports a dense population. The industries are centered round the mines. Nearly all the coal is mined through shafts, varying in depths from 50 to 300 feet. Very little is mined through inclines. No steam is used for raising the coal to the surface, and explosives are not employed. The work is done with the windlass and pick. Tunnels are run through the bed from the bottom of the shaft, and at intervals along the tunnels large quantities of coal are removed, leaving circular chambers from forty to fifty feet in diameter, and thus about 50,000 tons a year are brought to the surface. For local use the coal is carried away in little carts drawn by oxen, but the most of it is taken down the mountains by pack animals, as the paths are very steep and rough. It is twenty miles to the plains. The paths are about thirteen feet wide and are paved with stone.

THE WESTERN RETAIL TRADE.

E. J. Murray is a new retail dealer at Dixon, Ill.

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The Star Coal Co., Omaha, Neb., has been recently incorporated.

**

Clarey & Haync, retail coal dealers at Lcroy, Ill., have sold their business to F. H. Pierce.

**

At a special meeting of the board of education, Girard, Ohio, the contract for supplying coal to the different schools for the ensuing year was let to Dennison & Crooks at \$2.40 per ton.

**

Mayor Maybury, of Detroit, Mich., vetoed the Malcomson contract to supply the board of education with Jackson Hill coal at \$2.94 a ton because Brown & Brown's bid for Hocking coal at \$2.10 a ton would save about \$2,000.

**

The ordinance regulating the sale of coal in Covington, Ky., was passed by the city council last week. The ordinance requires a ton of coal to weigh 2,000 pounds, instead of 1,800, as at present. All carts must have signs bearing the number of pounds they contain.

**

Chicago coal dealers are complaining to City Scaler Quinn that they cannot buy baskets of the size demanded by the city under a new ordinance. The council ordered that all coal baskets hereafter must be built to contain either one-half bushel, one bushel or two bushels.

**

The Board of Control, Cleveland, Ohio, have awarded the contract to supply the charities department with coal for one year to Burton, Beidler & Phillips. The fuel is to be delivered on the workhouse switch, and will cost the city \$1.60 per ton for run of mine coal from the Hetherington mine.

**

The Imperial Coal Co., which is located at 317 Jacksboro street, Knoxville, Tenn., owned and operated by W. G. Cooper as agent for the H. T. Hackney Co., has been sold to Otto Kohlhasc and Oscar Aurin. The consideration is not known. It is reported that the purchasers will organize and incorporate a company to operate the business. Mr. Cooper will take charge of the coal business at the Black Diamond coal elevator.

**

North Dakota dealers are greatly interested in the experiments being made at the Washburn mines at Wilton, N. D. It is believed that this coal will make good coke, and the process used by the Universal Fuel Co., Chicago, is now being tried. Senator Washburn is developing the mines as rapidly as possible, and he expects to market some of his product in St. Paul and Minneapolis, as favorable freight rates have been secured.

**

A correspondent writing from Butte, Mont., says local dealers are unable to secure any coal and the consumer is howling dismally. The dealers have been flooded with orders during the last few days, exhausting their stocks, while owing to the storms the railroads have been unable to make deliveries on time. One retail coal dealer said he had \$1,750 worth of orders on hand which he was unable to fill, but expected more coal in a day or two. There is no Galt coal in the market because the Canadian Pacific is consuming the entire output of the Galt mines.

**

The water department, Bay City, Mich., received seven bids for supplying the pumping station with coal for the ensuing year, six of them coming from Bay county mines and one from the Riverside Coal Co., whose mine is in Saginaw county. The bids were as follows: Pittsburg Coal Co., forked lump, \$2.40; steam lump, \$2.20; mine run, \$2.10. Handy Bros.' Mining Co. steam lump, \$2; mine run, \$1.85; slack, \$1.25. Monitor Coal Co., steam lump, \$2.25. Wolverine Coal Co., steam lump, \$2.20. Riverside Coal Co., steam lump, \$2.35; mine run, \$2.20; slack, \$1.70. Michigan Coal & Mining Co., best lump, \$2.25. Wenona Coal & Mining Co., steam lump, \$2; mine run, \$1.85; slack, \$1.25. A committee consisting of Commissioners McLaughlin, City Engineer Blomshield and Engineer LaFranier were appointed to visit the coal mines, inspect the facilities for getting out coal, the method of screening and sorting, and to report to the board. Samples of coal will also be used at the pumping station and the amount of slack and ashes left after burning a certain amount of each will be accurately determined. The contract will not be awarded until the board is satisfied that it is getting the best coal to be had for the money.

AMERICAN COAL EXPORTS.

That American coal is being exported in considerable quantities is shown by the government statistics for October. Bituminous coal exports for the month aggregated 528,624 tons, showing an increase of 173,318 tons over the same month in 1899. For the ten months ending October, soft coal exports amounted to 5,170,648 tons, being 1,975,605 over the exports for the corresponding period of 1899.

Only a small proportion of this amount has been sent to Europe, although the shipments to European points are considerably in excess of last year, indicated by the fact that for the ten months ending October, 4,385 tons were sent to the United Kingdom against 54 tons last year. France has taken 149,950 tons, against 1,012 tons a year ago; and 10,756 tons have been shipped to other European countries where no shipments were made during the same period of last year. British North America continues to take the bulk of the coal exported from this country, although the general tendency is for the exports to increase in all directions.

THE EASTERN RETAIL TRADE.

Lawrence & King, Stanhope, N. J., have quit the coal business.

**

The firm of Quinby & Odell, Ardsley, N. Y., is succeeded by William I. Odell.

**

Bangor, Me., coal receipts by water for this season amounted to 245,000 tons.

**

W. W. Richmond, Peconic, N. Y., has sold his retail coal business to A. G. Conklin.

**

The coal business of Chasc, Barker & Co., Calais, Me., has been purchased by Wm. A. Mills, St. Stephens, N. B.

**

The New London (Conn.) Coal Co. is making extensive improvements on its plant, made necessary by its rapidly increasing business.

**

Eastern dealers say that most of the anthracite is being rushed to the Northwest before navigation closes, and they can secure very little coal.

**

The Roanoke Co-operative Supply Co., Roanoke, Va., has been recently incorporated, with a capital of \$10,000, and will handle principally coal and wood.

**

Boston dealers report great difficulty in securing anthracite, while bituminous is just the opposite, and prices are not any too firm on the latter grade.

**

At a meeting of the Troy, N. Y., Board of Contract and Supply all the bids received recently for supplying coal for the Department of Corrections, Charities and the High School were returned as excessive, as the price in each case was the same, and it was believed the dealers had some understanding with each other. The price was \$5.75 a ton for Lehigh coal and \$5.50 for Lackawanna coal. The following were the bidders: Jacob Myers, Nolan & Malone, Peterson & Packer, J. B. Stapleton, Tom S. Wotkins, and Crandell, Knight & Reichard. Other bids will be advertised for.

COAL IN WAR TIME.

Every ocean-going steamship must have two things—coal and water. The coal is not quite so indispensable as water, but both are considered necessary nowadays. Water is not deemed contraband of war. It is the custom to hold coal contraband of war, although the custom is manifestly unjust. The suggestion has been made that the United States congress, at the earliest opportunity, pass a resolution to the effect that hereafter the United States will not consider coal as contraband of war. Other civilized nations would probably follow suit in time. The importance of this action would be great in the future. It would tend to check foreign aggrandizement in seizing coaling stations all over the world. Now that the United States has begun to export coal, the matter is likely to be of great commercial importance to this country when the next great naval war breaks out. In addition, the adoption of the rule by the civilized world would render it easier for the United States navy abroad hereafter.

AN ANTHRACITE SHAFT TO BE ERECTED TO ITS DISCOVERER.

A movement is on foot to erect, at Summit Hill, near Mauch Chunk, Pa., a monument of anthracite coal to the memory of Philip Ginter, who discovered coal within a very short distance of Summit Hill. In September it was 109 years since Ginter made his great discovery. He lived in a rough cabin in the forests on the Mauch Chunk mountain. While in quest of game for his family, whom he had left at home without food of any kind, his foot struck a black stone. By the roadside, not far from the town of Summit Hill, he built a fire of wood and threw pieces of the supposed stone about it, so that the embers might last longer while he was roasting a fowl. He was surprised, after a little while, to see the stones aglow and retain their heat for a long time. He carried a lot of the coal home and burned it there. The few neighbors soon learned of the discovery, but there was no mining to any extent in Carbon county until after the war of 1812 had begun.

The first load of anthracite coal ever mined in Schuylkill county was shipped to Philadelphia 100 years ago. George Shoemaker, who owned a small tract of land where Pottsville now stands, in 1800, dug up a peculiar black stone. Digging further, out of curiosity, he came upon a bed of the stuff, which seemed to underlie in a thick stratum all of his land. He communicated his find to neighboring farmers, but they told him it was only a new sort of rock. Shoemaker, however, loaded a wagon with the black stuff and started for Philadelphia. He took it to the Pennsylvania Bank, on Second street, and interviewed the bank people.

"You've got a big load of nothing there, Shoemaker," said the president, with a smile, as he examined specimens of the coal.

"Well, if you say so. I guess," said Shoemaker, disappointed, and he dumped his load in a vacant lot adjoining the bank and drove home sorrowfully.

About a year afterward Patrick Lyon, a blacksmith, carried some of the black lumps to his smithy and demonstrated to the satisfaction of himself and the bank people that what Shoemaker had dumped on the lot was the best fuel of which the country at that time had knowledge.

It was not long before Shoemaker received fabulous offers for his land, and his farm became the scene of the first mining operation.

WESTERN COAL AND COKE NOTES.

The Tesla Coal Co. will soon be turning out briquettes from its factory, at Stockton, Cal.

Coke from West Virginia and Tennessee is now shipped to California by the Southern Pacific railroad.

The Knappa Coal Co., Astoria, Ore., will be in shape to commence sinking shafts in the early spring.

The coal shaft at Moweaqua, Ill., was closed down last week, owing to differences between the superintendent and the miners.

At Farmington, Ill., John Newsam, of Peoria, has bought the Maplewood mine and is putting it in shape to insure a good output.

C. E. Ferguson, Sprague, Mo., is about to open up a coal deposit by stripping, just east of that town. The vein averages forty-two inches.

According to expert analysis of the coal taken from the Atchison, Kan., coal well, it shows excellence in quality, low in ash and rich in carbon.

The Wilcoxson coal mines, just west of Carrollton, Mo., have been reopened after a shut down of several years. The coal is of good quality.

John Ramsey, superintendent of the Oskaloosa Coal & Mining Co., Oskaloosa, Iowa, says the new shaft at Hocking promises to be a great producer.

The Courier-Herald, Saginaw, Mich., says: "A nine-foot vein of coal was struck on the Conger farm, in Burton, Geneseo county, while prospecting for a well.

The Knox Coal Co., Bicknell, Ind., composed of Indianapolis, Vincennes and Bicknell parties, is now in full operation, running day and night. It has leased 1,000 acres of coal land.

The Consolidated Coal Co. is now operating mines in the new town of Buxton, Monroe county, Iowa. The new field is one of the richest in Iowa. The vein is six feet thick and will be unusually easy to mine. The majority of new citizens of the town come from Muchakinock.

Richmond, Mo., is to have a new coal shaft sunk in the near future. The sum of \$20,000 is to be expended. Other mines are to be opened in the coal fields north of that town.

Last week North Yakima, Wash., was so short of coal that the school trustees appealed to the Commercial Club for relief, with little success. There is plenty of fir timber suitable for fuel, but little or no coal.

A new Indiana corporation is the Monon Coal Co., Indianapolis, capital, \$5,000, which has organized by electing the following officers: Jas. W. Shaw, president; John M. Connell, vice-president, and James W. Davenport, secretary and treasurer.

The Union Pacific Coal Co. has opened a new mine at Rock Springs, to be known as No. 10. Shipments will be begun at once and the force increased as fast as men can be secured. The mine is equipped with the best modern machinery.

Colorado coal companies are advertising for men to go out and shovel coal, and yesterday thirty-one men left Nelson for the coal fields, transportation being given them. They advertise to pay from \$2.00 to \$3.00 per day.

Lignite coal of good quality is reported as existing in abundance on the Cheyenne reservation, about twenty miles west of the Missouri river. It is said that the people of Evarts, near Aberdeen, S. D., have arranged with the Indians to haul the fuel into that town as soon as the Missouri freezes over.

The Helena (Mont.) Record says: "The survey has been completed and right of way secured for a branch of the Great Northern railroad from Kalispell into the northern part of Flathead county, in order to develop the coal fields of that district. The Canadian coal now used costs \$5.60 a ton, besides duty. No alternative is left except to open the new coal field."

The Glenrock Coal Co., near Douglas, Wyo., is rushed with orders and arrangements are being made to open another shaft and increase the output. The Fremont & Elkhorn will construct a line to the Inez coal mines and a large force of miners will be engaged. This coal finds ready sale everywhere. Two other coal mines are being operated close to Douglas.

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EASTERN COAL AND COKE NOTES.

The Union Coal Co., Mount Carmel, Pa., will open up coal lands about two miles west of that town.

The Delaware & Hudson Co., Scranton, Pa., have granted their anthracite miners a bi-monthly pay, operative in January, 1901, also the privilege of having their own check weighman.

At the Wallace coal mine, near Steubenville, Ohio, gold-bearing rock has been discovered and an assay demonstrates that it will pay to work it. There is some excitement in the neighborhood.

It has been announced in New York that the Pittsburg Coal Co. had closed a contract to ship 450,000 tons of bituminous coal to Nantes, France, which will be forwarded by way of Baltimore. The coal will represent in value \$2,500,000.

The Eastern Ohio Coal Co., at Bergholz, has its slope down eighty feet and are working three shifts, eight hours to the shift. The O. R. & L. E. railway is putting in side track. The tipples and engine houses are now under construction. Average thickness of the coal is six feet.

A dispatch from Reading, Pa., says: "Engineers have completed preliminary surveys for a railroad from Reading to Perryville, Md. This line will be an independent one, and will connect with the Philadelphia & Reading and the Pennsylvania and the Baltimore & Ohio railroads. In addition to furnishing an outlet for anthracite coal to tidewater, by way of the Chesapeake Bay & Baltimore, this line will open up a fertile agricultural region."

The Campbell-Lowther Coal Co. has been organized at Punxsutawney, Pa., to operate at Reinersburg, Clarion county. The company consists of I. C. Campbell and son Frank, John and Thomas Lowther, John Davis and Carl E. Schuman. The vein runs from three and one-half to five feet in thickness, and the coal is of superior quality, finding a ready market in New York.

The Buffalo (N. Y.) Times says that Grattan & Jennings are finishing coaling station for the Erie railroad at Port Jervis. The plant is one of the most modern in the United States and is being erected at a cost of \$50,000. Nothing was spared by the railroad company in putting in the latest improvements, and the greater part of the machinery is not figured in the above estimate of its cost. Mr. Alva M. Jennings, of the firm, who has been in active charge of the work, expressed himself to several railroad men as satisfied that it was the finest coaling station on any railroad in the country.

A Pottsville, Pa., paper says that not for five years has there been a drought in the anthracite region so alarming as that which has prevailed since last March. At many of the small towns, notably Mahanoy Plane, Gilberton and Maizeville, the supply has given out completely, and the residents of those places are compelled to haul and carry their water from springs on the mountain side. Purified mine water is being used in more than two hundred tubular boilers of the Philadelphia & Reading Coal & Iron Co. at the present time, and the damage caused by it will amount to thousands of dollars. At many of the collieries there is scarcely enough mine water to keep the machinery in operation. At Gilberton, where the mammoth water shaft was erected about a year ago and millions of gallons of water hoisted daily, the supply has fallen 50 per cent below its normal depth. A number of washeries have been compelled to suspend during the past few days. At Gordon two large pumps are being run night and day and the water is put into tank cars and hauled to Mahanoy Plane, Frackville and St. Nicholas for use in the locomotives.

The Wilmore Coal Co., a subsidiary company of the Berwind-White Coal Mining Co., has purchased several tracts of land near Ebensburg, Pa.

A company from East Palestine, Ohio, backed by Youngstown capitalists, is making liberal offers for coal lands in that vicinity.

According to a report from Mount Carmel, Pa., the Philadelphia & Reading Coal & Iron Co., last week, mined 11,500 cars of anthracite coal. This is the largest quantity of coal mined in an equal period in the history of the Reading, and shows that they are pushing things for all there is in it to meet the demand for the fuel.

It is reported that the Pittsburg Coal Co., Pittsburg, Pa., has secured options on 100,000 acres of coal lands at \$50 per acre in territory which has been the subject of considerable rivalry between it and a syndicate of Baltimore and Pittsburg capitalists. This syndicate recently purchased a smaller tract, located in Washington and Greene counties, which lies near the Carnegie Co.'s tract of 130,000 acres, the Midland Co.'s land and that of the Pittsburg coal combine containing 25,000 acres. Chairman Robbins, of the board of managers, engineered the deal.

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SOUTHERN COAL AND COKE NOTES.

At Birmingham, Ala., several large iron and steel mills have been compelled to close down because of coal shortage.

The Pennsylvania railroad will greatly improve its property, lines, etc., held in West Virginia during the coming spring.

The Weekly Times, Laredo, Tex., says: "Peter Schneider, of Murphreesboro, Ill., is drilling for coal with a diamond drill."

At Lowesville, W. Va., J. S. Hood has leased 400 acres of coal land, known as the seven-foot veins of coal, at \$30 per acre.

The Palestine Coal & Mining Co., Palestine, Tex., are steadily progressing with improvements and now have a second entry completed.

A. R. Thomas, Chattanooga, Tenn., is about to open a mine on top of Lookout mountain, and for this purpose has organized a coal company.

New Orleans, La., has branched out into an extensive coal market for the Gulf coast. Pittsburg and Alabama coal are sold in large quantities.

At Parkersburg, W. Va., John M. Birch has paid \$165,000 for 7,000 acres of coal, bought for J. V. Thompson and others, of Uniontown, Pa., who will develop it for Western shipments.

The Winston Coal Co. has been organized at Natural Bridge, Ala., on the Northern Alabama railway, and now has exposed a fine vein of domestic coal. They are building their tipples and will soon be shipping coal.

The improvements to be made by Senator S. B. Elkins on his newly acquired coal land, along the Morgantown & Kingwood railroad, will consist of coking plants, etc., on which some \$75,000 will be invested.

The Byron Coal & Coke Co., Wheeling, W. Va., has been chartered, with an authorized capital of \$5,000. The incorporators are J. J. Jones, John A. Howard, James K. Hall, J. B. Handlan and S. M. Noyes, all of Wheeling.

A new Maryland corporation is the Midland Mining Co. Incorporators, J. A. Clark, Fairmont, W. Va.; Uriah Jones, Clarksburg, W. Va.; William A. Somerville, Frostburg; Clinton Brotemarkle, Lonaconing, and John Askey, Pekin, W. Va.

The Coit Coal & Coke Co., of Coit, Fayette county, W. Va., has been chartered, with an authorized capital stock of \$100,000. The incorporators are Michael Crouse, G. J. Crouse and Richard Seamore, of Coit; J. W. St. Clair and S. L. Walker, of Fayetteville.

The Braxton Coal Co., Parkersburg, W. Va., has been chartered, with a capital stock of \$2,000,000. The incorporators are B. E. Cartwright, of Ridgeway, Pa.; C. B. Shaffer, J. G. Bennett and H. C. Jackson, of Pittsburg, Pa., and G. A. Newlon, of Buckhannon, W. Va.

At the annual meeting of the Black, Sheridan & Wilson Coal Co., at Baltimore, Md., last week, ex-Gov. Lloyd Lowndes, Capt. John Sheridan, William H. Dawson, H. Crawford Black and Van Lear Black were elected directors. Mr. H. Crawford Black was elected president and Mr. Van Lear Black, secretary and treasurer.

The new mine at Midland, Md., making the fifty-third in that field, was opened and coal shipped last week.

The Cherokee Colliery Co., Parkersburg, W. Va., named after the Indians who committed the Ables Valley massacre, has been organized for the mining of coal and the manufacture of coke on the North Fork Branch river, in McDowell county, and will begin operations at once.

The Central Coal Co., of Birmingham, Ala., recently organized, has purchased from S. Roman a lot of property composing a part of the old Hoene mines, near Warrior, the consideration being \$18,000. The incorporators of this company are R. H. Pearson, L. G. Bowers and G. P. Moore; capital, \$50,000.

According to the Earlington (Ky.) Bee, the 1,600 miners employed in the coal mines in Hopkins county have refused to obey the order of John Mitchell, president of the United Mine Workers of America, that they go on a strike. The operators are jubilant, and say more men are now employed than ever before in the history of the mines. Sheriff Hankins, of Hopkins county, has issued a proclamation warning the miners of other counties against trying by force to stop the work of Hopkins county miners.

New West Virginia corporations are Dick's Creek Coal Co., of Dells-low, Monongahelia county, with an authorized capital stock of \$500,000. The incorporators are Edward McIlvaine, of Allegheny, Pa., William R. Graham, of Aspinwall, Pa., Edwin R. Rankin and R. B. McIntosh, of Pittsburg, Pa., and Samuel R. Gonoher, of Toronto, Ohio. Bell Creek Coal Co., Belva, general coal and coke business; capital, \$50,000; incorporators, F. P. Havener, of Parkersburg; W. E. Douglass, of Jefferson, Ohio; E. A. Beckley, R. L. Walkley, both of New Haven; J. A. Havener, of Boston, Mass.; J. M. Payne, attorney, Charleston.

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MARKET REVIEW.

It scarcely admits of a doubt that one of the surest indica- tions of continued prosperity, is the heavy business which has been done in the iron and steel trade, crude and finished, during the past few weeks. There has been a steady stream of orders since election and the situation is regarded as strong from every point of view. From this it is deduced that after the turn of the year there will be a heavier demand for both coal and coke. As regards the gray fuel, large contracts have already been placed for the coming year and from the size of some of these it would indi- cate little short of a boom in the iron trade. It is more than prob- able that the boom will extend to the coal trade throughout the country, in which event the west will get its full share of it.

The present week will witness the last shipments of coal of any kind from Lake Erie, and the coming week the end of the receipts at upper and lower lakes for this season. The shortage of anthra- cite coal at the three principal points of distribution on the western lakes, Duluth-Superior, Milwaukee and Chicago is about 600,000 tons and is nearly evenly divided. This quite plainly indicates that with but ordinary winter weather there will be a demand at the points named for a large amount of rail coal and it will be also understood that this demand for anthracite will come when it can probably be most conveniently spared in January and Feb- ruary next.

The receipts of anthracite coal by lake at Chicago, according to the Bureau of Coal Statistics, for the month of November, show a decrease of upwards of a hundred thousand tons, as com- pared with the same month last year, while the receipts of rail coal are about one third that amount. Shipments of anthracite

from Chicago are upwards of two hundred thousand tons less than a year ago.

Bituminous coal receipts at Chicago for the same period and comparison have decreased from all the states supplying this market, but for the year there is a large increase. The shipments of coal also show a decrease of nearly a thousand tons a day, though the increase for the year is very large.

Coke receipts at and shipments from Chicago for the month of November show a large increase as compared with last year.

Anthracite is in moderate to fair demand in the western states but supply falls short and many shippers experience diffi- culty in furnishing even a part of it. This applies generally throughout the west, and without hesitation it can be said that none of the companies' agents are receiving coal as quickly as the needs require. It is the general comment among the shippers that the mildness of the season so far has been most providential in many respects, not the least of which is that it has kept both buyer and consumer within reasonable bounds. Having the fore- going in view it is not at all astonishing that prices are main- tained at full circular at all western points. With the close of navigation there should be a more free distribution of rail coal, though in view of the shortage of Canada and the New England States it is doubtful if any great amount will be forthcoming.

Bituminous coal in the west is in fair to good demand and while it maybe in very heavy supply at some centers, it is not so everywhere, though it is evident that a continuance of mild weather would be detrimental generally. In any event the pro- duction of coal in several of the western states has been greater than the capacity of the markets to absorb, the result being, that a large amount of coal had to be sacrificed to avoid demurrage charges. Under these circumstances there has been a general weakening in prices. Eastern coal is in better supply and though there has been a somewhat stronger demand for the smokeless varieties, yet, there has been no lack of it anywhere. The coun- try generally is fairly well stocked with soft coal, so that it will require stormy and even severe weather to bring about any reac- tion. It is apparent that with a cessation of navigation on the great lakes, there will be increased shipments of eastern coal to the west, which will still further crowd these markets.

Our New York representative reports that unusual activity pervades the anthracite market and the demand for coal is quite as brisk as it has been. The nearly five million ton output of coal for November is a surprise to the shippers as it was not expected that the production would be more than two-thirds of that amount. The larger receipts, owing to the close of inland lake navigation, have had no perceptible effect so far because coal is scarce everywhere. The sizes mostly in demand are stove and chestnut, while premiums are offered for spot cargoes of pea. Shipments to Boston have increased, but there is still a shortage, and better figures than circular are offered for prompt shipment. Anthracite along the Sound is in greater demand than supply, and shippers are unable to get coal forward as quickly as the wants of the trade require. Prices are well maintained and no change in the circular is expected. Soft coal on the Atlantic seaboard is more or less held in check by the scarcity of cars. Shoal water ports are being filled as rapidly as possible, though the condition of the car service acts as a deterrent. The inferior qualities of soft coal are in fair supply, but the superior grades are generally short. The report in regard to the ten-cent advance in freight rates on main line roads, April, 1901, is regarded as authentic. Trade in the far east is easier as regards new business, and most of the coal going forward is to apply on contracts. Long Island Sound business is in good shape, and a large amount of coal will be wanted before the contract season opens. New York harbor trade shows more activity. Car supply is better but still only 75 per cent of requirements. Transportation from mines to tide has improved, though far from normal.

Buffalo advices are that anthracite coal is still a scarce article, particularly egg and chestnut, and the outlook is that it will be some time before the demand is satisfied. The car shortage is a predominant feature and it greatly embarrasses the shipper, not only of coal but of all classes of merchandise. No further ship- ments of coal will be made from Buffalo this year. Canada is very short of anthracite. Shipments of coal from Buffalo, west- ward by lake, for the week, were 16,900 tons, of which 11,700 tons were for Chicago and 5,200 tons for Milwaukee.

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The anthracite coal trade continues to show unusual activity. Notwithstanding the heavier shipments that are being sent to tidewater ports since the close of inland lake navigation there are no signs of any weakening in the market and the demand seems about as keen as ever. The output for the month of November is said to be 4,971,576 tons. This is the largest tonnage shipped for any corresponding month in the history of the trade, and has caused some little surprise in the trade, as it was thought with the difficulties encountered at the mines during the fore part of the month in the way of putting out a full tonnage, a two-thirds output would be about the best that could be done. This tonnage, however, has had little perceptible effect in the trade, as all the consuming territories are still practically bare of coal, and are showing their great need by daily urging shipments forward. The sizes most appreciated are stove and nut, of which everybody appears to be away behind on shipment, though there are no stocks of broken and egg to speak of anywhere. Pea coal is also very short, and there is a general complaint of the small amount coming forward, and premiums are readily being offered for spot cargoes. Buckwheat is a little more plentiful, though it is fully absorbed by the market, and no accumulations are noted as yet. Receipts of anthracite at Boston show some increase during the week, but the available supply is still short of the requirements and there is no let up in the demand. Quick dispatch is urged, and spot cargoes command premiums, though there is little coal as yet to offer, as what is going forward is on old orders, and it is only due to the mild weather that has prevented any distress in this territory. Prices alongside are as follows: Stove, \$5.10; egg, \$4.05 and \$4.35 for broken, though \$5.75 a ton has been offered for stove for immediate shipment. Trade along the Sound is in a similar condition, and are unable to place orders ahead for any amount of tonnage. All operators find it difficult to get coal forward quick enough to meet the wants of the trade, and with anything like seasonable weather activity should extend well through the winter.

The Atlantic seaboard soft coal trade shows fair shipments on the lower grades and a shortage on the better grades. There is not quite the quantity of the lower grades to be had that there was, and the shortage of car supply is keeping the whole trade more or less in check. All the shippers are doing what they can to get the last cargoes off to ice-making points at as early a day as possible. The present cold weather, if continued for a week, would put quite a number of the ice ports, which are still open, out of business, and relieve the situation just so much. Prices on the lower grades of coal are a little steadier. The producers are getting more used to the shortage in car supply every day, and have about come to the conclusion not to say anything when it is about 25 per cent short. To sum up the situation, would say that the lower grades of coal are easy as to supply, and the better grades have difficulty as to making both ends meet. We hear of no further prices being named for next year's business, but it is entirely too early for this, and it is not expected that new business will be contracted for earlier than a month or six weeks from now. The impression seems to prevail that the rumor in regard to the main line railroads' intention to raise the freights to all points on April 1 to cents a ton appears to be about correct, as viewed at this time.

Trade in the far East is fairly easy. There are some fair balances still to be shipped on old contracts, which will absorb most, if not all, the coal that will go forward to these ports before the making of new contracts for the coming season. Most of the smaller class of orders are pretty well shipped to this territory, and the balance of the coal coming forward is in large cargoes, vessels for which are more available. Trade along the Sound is easier for the lower grades, but very short on the better grades. This territory can take much coal before the offering of new contracts for next year. Trade in New York Harbor shows more activity, and the demand from there is fair at this time. All-rail trade is taking comparatively a large quota of coal. The producers have in mind cutting this trade down to some extent, but seem to let it run without acting.

Car supply is around 75 per cent of the demand. Transportation from mines to tide is somewhat better, though shippers are shy at accepting calculations except what they can base from coal standing at tide.

In the coastwise vessel market small vessels are scarce and large vessels are in none too good supply. The New York Harbor rates have got up to a point close to that of the lower shipping ports. We quote rates from Philadelphia as follows: To Boston, Salem and Portland, 70 cents; Providence, New Bedford and other Sound points, 65 cents; Wareham and Lynn, 85 cents; Newburyport, \$1; Portsmouth, 75 cents. The further lower ports are about 10 cents above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.90 on the better grades. New York Harbor, \$2.50-2.75 on the cheaper grades, and \$2.75-3 on the better grades of coal. Alongside price, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

BUFFALO, N. Y.

DECEMBER 13, 1900.

There is the same scarcity of hard coal as before, especially of egg and chestnut sizes, with a good prospect of quite a space before the demand is satisfied. Dealers and shippers do not quite agree as to the extent of the scarcity, the bears having it that with a sharp spell of cold weather there would be fairly a famine in some sections.

There is all the former complaint of car shortage. Every branch of business is hampered by it. Coal shippers and dealers are at their wits' end to get coal to destination, even after it reaches the city. The railroads appear to be in league with the telephone company, by the way the 'phone has to be used to get shipments through.

There is no more coal to go forward by lake. Shippers would take tonnage if they could get it, and in some cases stand their own insurance, but the boats will not take any more cargoes. Two or three shippers here looked for tonnage some days this week, but did not obtain any.

The car delay, aided by the late storms, has cut down the December shipments very materially, the sixty-mile gale of last Saturday night having a marked effect on the boats. Scarcely any cargoes were taken after that.

The shippers with coal coming this way for lake shipment have been very busy this week diverting cars away from this port and sending them to destination direct. The refusal of certain roads to let their cars go west of here has added very materially to the difficulty. The Philadelphia & Reading Co. is engaged in sending two solid trains, of sixty cars each, from here to Detroit this week.

The report from most parts of Canada show that there is very little hard coal there. For instance, the shipments of coal from Oswego to the other side of Lake Ontario were not resumed after the strike, and the shortage must be made up by all-rail traffic, which is a very slow process, as compared with water shipments.

Coal shipments by lake for the week apparently closed some days ago with a total of 16,900 tons, of which 11,700 tons went to Chicago and 5,200 tons to Milwaukee.

There is no change in coal prices, the Buffalo schedule being \$4.75 for grate, \$5.00 for grate, egg and chestnut, and \$3.75 for pea, all per gross ton on cars at Buffalo or Suspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagon, with \$1.00 extra for delivery.

A. G. Sherman, for many years a jobber of hard and soft coal in Buffalo, and a man of excellent standing in the community, has gone out of the business and will, in a few days, leave for California, having been elected manager of the Bank Mining & Promoting Co. This company has a partly developed gold mine in Sierra county, California. There is plenty of good ore mined and the first thing the manager must do is to set up a mill for reducing it. He goes with all confidence that there is a good thing waiting for him in the Golden State.

There is the same good demand for soft coal everywhere, with prospect of a steady price all winter. There is no surplus anywhere, and the anthracite shortage will be of advantage to the trade for sometime yet.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars.

The entire dropping off of demand for lake steamer fuel will soon make the supply somewhat easier, and at the same time use up the excess of slack.

There is some demur over the \$4.00 price of Connellsville coke, made by certain dealers, others saying that they are not able to buy it at that price.

John H. Jones, treasurer of the Pittsburg & Buffalo Co., is due here this week on business of the company. The increase of capital to \$1,000,000 is announced by the company.

BOSTON, MASS.

DECEMBER 12, 1900.

More anthracite is now arriving, but the available supply is yet small and stocks light, so that quick shipment on orders cannot be given as yet, though several more weeks of mild weather would probably put the market on an easier basis.

Producing companies' agents are yet offering supplies to arrive on the basis of about \$5.10 alongside for stove, \$4.85 for egg and \$4.35 for broken, and free orders are being sent forward. Cargoes on spot would yet command a premium over these figures. Pocket prices continue nominal at about \$5.50 f. o. b. cars for stove and \$5.25 for egg sizes, where the coal is available, but dealers yet have but little coal to offer in this way.

There is little change as yet in the situation with retailers, except that some of them have been able to get more coal in, and this causes an easier feeling. There is no excess of supplies, however, but the outlook is more hopeful, and if nothing comes up to stop arrivals, the market should soon be in good shape. Prices are unchanged: Stove, delivered, being quoted at \$6.25 per ton; chestnut, \$6.50; egg, \$6.00; furnace, \$5.75; pea, \$5.00; Shamokin, \$6.50; Franklin, \$7.75.

The market for bituminous coal is quiet, with prices steady. The spot market is well supplied through earlier liberal arrivals, and orders placed meet with quick delivery to ship from the mines. Georges Creek coal is quoted at \$2.50-2.60 per ton in Philadelphia and \$2.50 at Baltimore, with Clearfield at \$2.40-2.50; Philadelphia and New York, \$2.75, while New River coal commands \$2.50-2.60 at Newport News, and Pocahontas \$2.50-2.60 at Norfolk. Freight rates continue at 85c from Baltimore, 75c from Newport News and Norfolk, 70c from Philadelphia, and 65c from New York.

The receipts of domestic anthracite and bituminous coal in this port the past week and since January 1 this year, compared with the same time the previous year, have been:

	—1900—		—1899—	
	Week.	Year.	Week.	Year.
Anthracite	69,553	1,827,604	65,281	2,077,335
Bituminous	34,305	1,950,820	43,370	1,633,967

Receipts of provincial coal at Boston thus far this year foot up 531,638 tons.

CHICAGO MARKET.

While it may be said that the season of navigation is practically over for 1900, there have been a few more staunch steamers loaded with coal for Lakes Superior and Michigan this week, but these are assuredly the last for this year, as vessel owners do not care to tempt the dangers of winter sailings for the meager pickings afforded by the coal shippers at current rates. Vessels sailing after noon on Wednesday, December 5, did so at their own risk, as no underwriters will insure after that date. The receipts of coal here last week were the largest for this year, and will probably make the record.

Anthracite coal is still in greater demand than supply and, although receipts by lake and rail have been better, there is little doubt that the shipments to the interior have nearly equaled them, and the market has been none too active, either. As one large shipper remarked to the writer this week: "It is really providential that there has been no very cold weather, for even now, with this rather moderate climate, we have more business than we can take care of, and are actually and positively turning down orders. No, we have not, as yet, any free coal with which to fill or take care of new business, and do not know when we shall be in that desirable position. Most certainly not on this side of the new year."

Nearly all the companies' agents tell the same story, and some of them are now cancelling the remaining tonnage on partially filled orders. There is still a good deal of uncertainty in regard to a rise in the price of anthracite. From a statistical standpoint it should advance, while from a commercial and business point of view it should not. The circular remains steady and firm, at \$6.00, wholesale, and at \$7.00, retail, for the domestic sizes.

Bituminous coal continues to droop and shippers of the product of Indiana and Illinois are becoming tired of waiting for a protracted spell of cold weather, which they expect will make a clean sweep of the market when it does come. In this they may be mistaken, unless it lasts a month or six weeks. The only relief which is really obtainable from the present plethora of coal lies in their own hands—restriction of production. Until this is done systematically or until there is a much greater demand as the direct result of increased industrial and manufacturing activity, there will be little relief during the continuance of moderate weather, such as now predominates. As regards Ohio coal, demand is only fair, but it is apparently active enough to absorb about all of the available supply and, as one heavy shipper and mine owner remarked yesterday, "We are not receiving nearly enough Hocking coal to supply our regular trade. However, as all shipments to Lake Erie ports have ceased, the coal will now be diverted westward and we shall probably have plenty and to spare if the present mild weather continues much longer." Receipts of coal from Maryland, West Virginia and Pennsylvania are already increasing and promise to be more abundant. In a general way prices are easy and assurance is given that there will be little change until the weather becomes more seasonable.

Foundry coke is in moderate demand only, and some irregularity in price is noted on certain grades.

SEATTLE, WASH.

DECEMBER 10, 1900.

Work on the bunkers of the Roslyn Coal Co. is progressing rapidly, and it is expected they will be completed and in operation by January 15, 1901.

The Pacific Coast Co. is about to commence work on several new shafts on their coal properties, and are securing all the coal lands of worth within easy distance from Seattle.

The Seattle & San Francisco Railway & Navigation Co. has resumed business on its own account, the receiver having been discharged, and is doing active work on its coal properties.

Coal is still in very short supply, but operators and mine owners are steadily increasing their output, while prospecting for this mineral goes on uninterruptedly. There is plenty of capital to invest where the deposits are of good quality and supply abundant.

KANSAS CITY, MO.

DECEMBER 13, 1900.

The history of the coal trade in and around Kansas City for the last two weeks is scarcely worth an attempt at preservation. With retailers stocked up and weather warm, the movement of car coal has been but moderate, and then only under the stimulus of some extra inducement. We have not had two consecutive days of even reasonably cold weather, and an entire absence of snow. That prices should maintain as well as they have is the best evidence that coal cannot be put on the market in an endless quantity. It still remains a fact that an ordinary spell of medium winter weather will create a scramble for coal that may not be wholly satisfied. The vast coal-consuming territory lying between the Missouri river and the mountains has almost been lulled to sleep for the want of a blizzard. Some dealers have not made a purchase of coal since September. Nearly all who are located as much as 100 miles west of the river have unfilled orders for Colorado and Wyoming coals that were placed in August, when prices were low. They have received the coal only in part, and have not needed it. So they are holding on under the hope that the coal will be forthcoming before winter sets in. It would not take two days of severe weather to make these dealers glad to get anything in the nature of coal.

PHILADELPHIA, PA.

DECEMBER 13, 1900.

Notwithstanding that the output of anthracite coal is on the basis of about 5,000,000 tons a month, the tonnage is inadequate to meet the present demand. The recent cold snap has given an additional stimulus to the trade, and dealers report they are unable to cope with the retail demand on the present basis of shipment. The operators are making every effort possible to keep this market supplied, but the strong demand from ice ports and points along the lakes, where coal is in great need before the close of lake navigation, they have been unable to give this consuming territory little more than 50 per cent of what it should be getting. Prices in consequence are a secondary matter and premiums would readily be paid if prompt shipment were assured. In the retail trade prices rule as follows: Egg, stove and nut, \$6.25; pea, \$4.50; buck, \$3.25, with additional 25 cents a ton where coal is to be stored in bins. Shipments to points around the cape have shown an increase during the week, though are not yet up to the requirements of the Eastern demand. The greatest pressure at the moment comes from the shoal water ports, who have been able to get but small supplies as yet, and, with the possibilities of these ports closing at any time now, considerable anxiety is felt lest they will go short into the winter. Stove and nut seem to be the sizes in greatest demand and it is almost impossible to get prompt delivery on them. The other sizes, while active, are making a little better time with the exception of steam coals, which are still short and a good deal of delay is experienced in some directions to get shipments.

The soft coal trade shows a fair demand, and shipments during the week have been somewhat improved over what they were, though shippers of the better grades are still protesting at the short car supply and have been able to make but little headway on their old orders. The lower grades of coal are inclined to be a little steadier than they were, as quite a number of contractors of the better grades are taking in the cheaper coals to forestall any possibility of running short with the advent of colder weather. The attention of the trade is still directed toward getting forward to the ice-making ports the last cargoes needed to fill them up, though it is now somewhat doubtful if this can be accomplished in all instances on account of the shortage of the class of vessels and the possibility of their closing before the week is out. The rumor current that the main line roads will make an advance of 10 cents a ton on freights to all points will likely become effective April 1 next, though the uncertainty is no doubt preventing certain contracts from being closed for the coming year. Prices continue to rule at \$2.25 to \$2.40 f. o. b. for the lower grades and \$2.75 for the better grades.

Transportation from mines to tide is somewhat better, though uncertain. Car supply is improved and is now about 75 per cent of the requirements.

In the coastwise vessel market vessels are scarce. The larger vessels going on to off-shore business. Many of the smaller craft are tied up for the winter. We quote as follows: To Boston, Salem and Portland, 70c; Sound ports, 65c; Wareham and Lynn, 85c; Newburyport, \$1.00; Portsmouth, 75c.

CINCINNATI, O.

DECEMBER 13, 1900.

There is nothing new in this market this week. Business continues to be fair—neither very good nor very bad, and prices are seemingly easily maintained. The river has been high for more than two weeks, and large quantities of coal have been added to the city's stock on hand. The railroads are still busy, and while cars are a little more plentiful, it still takes hustling to get all the cars needed. River lump sells for 7½ cents a bushel for both Pittsburg and Kanawha, and nut and slack brings 5 to 5½ cents a bushel afloat in barges. Rail lump coal ranges from \$2.30 a ton to \$2.50, delivered here, while nut and slack is quoted at \$1.50, delivered on sidings. In the retail trade lump is worth from \$2.75 to \$3.00 a ton, and nut and slack \$1.75 to \$1.90. Anthracite is in fair demand, at \$6.75 a ton, delivered to consumers. Gas coke sells for 8 and 9 cents a bushel.

CONNELLSVILLE, PA.

DECEMBER 11, 1900.

The Courier says: "The coke trade did very well last week, considering the fact that there was a holiday. The production was little less than the previous week. There is a much better demand for coke, and it gets stronger as the end of the year draws near. The operators are in no hurry to close long contracts. They want better than \$2 for their furnace coke and can afford to hold off until the last minute."

Compared with this month last year, coke production is over 50,000 tons a week less. At the rate coke stacks are coming into blast again, however, this decided difference will be considerably lessened by the first of next year. The great tonnage of last year, though, especially during the last quarter of the year and the first quarter of the present year, may never again be equaled in this district. It was a phenomenal and unnatural demand that made such production possible, and at the highest prices ever received except during a strike. Despite this greatly reduced production compared with that of last year, the workmen of the Connelville region are making on an average more money than they were a year ago, and with less exertion. They can make about as much working five days a week now under the scale that went into effect in March of this year as they could under the old scale and working six days a week."

Furnace coke is quoted at \$2 and foundry coke \$2.50 to \$2.75. These figures are for standard Connelville.

The Indiana (Pa.) Times says: "The Lackawanna Iron & Steel Co. and the Vinton Colliery Co. have consolidated their coal interests in Blacklick creek district and will soon operate one of the largest coal and coke plants in the state, in that field. The former company recently purchased 14,000 acres of coal and the latter also has several thousand acres. Hundreds of coke ovens will be built."

IMPORTANT ANNOUNCEMENT.

Being desirous of furnishing to its subscribers as comprehensive a weekly record of the activity in the coal world as possible, THE BLACK DIAMOND has appointed as its Eastern traveling correspondent a journalist of many years' experience, who may be relied upon to furnish a weekly news budget which will not be merely interesting, but moreover a necessity to every wide-awake coal dealer. As the interest in the doings of the New England trade commands particular notice, special attention will be devoted to this field in the future. His letter, from Boston, Mass., a very important coal center, will be found in this issue.

BALTIMORE, MD.

DECEMBER 12, 1900.

No change of importance in vessel rates since last report. Baltimore to Bangor, \$1.05; Bath, Me., 95c; Portland, Boston and Salem, 85c; Portsmouth, N. H., 90c; New Haven, Bridgeport, Providence, Allyn's Point and New Bedford, 75c; Somerset, 90c; Fall River, 80c; New York, 70c; Galveston, \$1.75; Jacksonville, \$1.25; Savannah, \$1.15; Port Royal, S. C., and Charleston, \$1.25; Wilmington, N. C., \$1.00; Velasco, Tex., \$2.00; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3.00; Key West, \$2.00.

Coal charters since last week's report: Br. steamship Tampico, Baltimore to Vera Cruz, p. t.; bark Arlington, Baltimore to Savannah, p. t.; schooner Bertha Dean, Baltimore to New Haven, 75c; schooner James W. Elwell, Baltimore to Cienfuegos, \$2.20; barge Kingston, Baltimore to Providence, 75c; schooner Lydia M. Deering, Baltimore to Galveston, \$1.50.

At the annual meeting of the Black, Sheridan, Wilson Co., held in this city last week, ex-Governor Lloyd Lowndes, Capt. John Sheridan, William H. Dawson, H. Crawford Black and Van Lear Black were elected directors. H. Crawford Black was elected president and Van Lear Black, secretary and treasurer.

PITTSBURG, PA.

DECEMBER 12, 1900.

Very heavy river shipments during the past week have brought the total amount of coal sent southward up to about 24,000,000 bushels. The wrecking of barges has disposed of about 200,000 bushels, but this loss was expected, and when shipments become excessive quite a tonnage finds its way to the bottom of the river. All the river mines are working full time and the miners needed the work, as most of them were in poor shape for the holidays. The river company will be supplying the export demand one of these days, but not direct as the coal will be delivered at New Orleans only and transhipped there by second parties. Storage bins of immense capacity will have to be erected at New Orleans, as the river is too uncertain, and foreign consumers could hardly afford to wait for a boating stage, especially when this is deferred indefinitely sometimes. Alabama operators are making a bid for business now controlled by the Monongahela Consolidated Coal & Coke Co. A syndicate has secured control of the Castle Shannon R. R. Co. property, and W. C. Jutte is the prime mover in this new organization. The Alabama Block Coal Co., in conjunction with the Southern Railway Co., have secured a valuable site in New Orleans for the erection of the proper facilities for handling coal for delivery to the trade now monopolized by the River company, and also for the export trade. The harbor trade of New Orleans alone is estimated at 500,000 tons of coal yearly. Mr. R. C. Middleton, president of the Alabama Block Coal Co., with offices in New Orleans, in a recent interview said that heretofore his company's trade had been principally with planters and others, but as tests have proved that the company's coal product is as suitable for marine purposes as any in the market, the intention is to secure a portion of the harbor business. When the necessary tugs, barges, coal tipples and other machinery are completed, Alabama coal will probably take the place of a large tonnage now furnished by the local company.

CARDIFF, WALES.

DECEMBER 1, 1900.

In their circular dated December 1, Messrs. Hull, Blyth & Co., of London and Cardiff, state that the supply of coal being in excess of the demand prices are weak. The latest prices reported, compared with those of September 28, when they were quite high, are as follows, the prices being in United States currency:

	September 28.	December 1.
Best Welsh steam coal.....	\$6.60 to \$7.08	\$4.44 to \$4.68
Seconds	6.00 to 6.60	4.20
Thirds	5.64 to 6.00	4.02
Dry coals	5.76 to 5.88	3.96 to 4.20
Best Monmouthshire semi-bituminous.....	6.00 to 6.24	4.08 to 4.32
Seconds	5.52	3.72 to 3.96
Best small steam coal.....	3.24 to 3.48	2.28 to 2.52
Seconds	3.06 to 3.18	2.04 to 2.28
Other sorts	2.88	1.62

The above prices for Cardiff coals are all f. o. b. Cardiff, Penarth or Barry, whilst those for Monmouthshire descriptions are all f. o. b. Newport, exclusive of wharfage, and are for cash in thirty days, less 2½ per cent discount.

The comparisons in freights for the same period are as follows—Dec. 1: Gibraltar, \$1.80; Malta, 2.22; Algiers, \$2.20; Marseilles, \$2.30; Genoa, \$2.28; Nables, \$2.34; Constantinople, \$2.52; Port Said, \$2.82; Aden, \$4.44; Colombo, \$4.44; Singapore, \$4.68; Las Palmas, \$1.86; St. Vincent, \$1.98; Rio Janeiro, \$3.72; Santos, \$3.90; Buenos Ayres, \$3.24; St. Lucia, \$2.28.

The circular says of freights: "Towards the close of the week rates have shown a slight weakening tendency, owing to the anxiety of owners to get their steamers fixed before the approaching holidays."

ON THE WING.

Messrs. Wilfred Johnston & Co., incorporated, have opened offices on the sixth floor, 1 Broadway, N. Y.

The Westmoreland Coal Co., capital \$2,500,000, was incorporated at Trenton, N. J., on the 8th instant.

Mr. P. B. Heilner, general sales agent of the Lehigh & Wilkesbarre Coal Co., is spending a short vacation at Hot Springs, Va.

Mr. Henry Phillips, general manager of the Ottumwa Box Car Loader Co., Ottumwa, Iowa, was a Chicago visitor this week.

Our Buffalo correspondent's letter this week will be found of more than usual interest, as showing the shortage of anthracite in many directions.

Mr. S. W. Little, Evansville, Ind., secretary-treasurer and general manager of the S. W. Little Coal Co., was in Chicago this week visiting the shippers.

Mr. Charles S. Phillips was the happy recipient, during the week, of a beautiful loving cup, presented to him by his associates of the Sound Money Parade Club.

In the Lehigh anthracite region alone, says the Hazleton Sentinel, the coal companies will pay out, in December, upwards of \$500,000 to their employes around the collieries.

At New Bedford, Mass., the big strike at the mills will, if protracted, greatly lessen the coal consumption. It is reported that 1,000 operatives went out on Monday, December 10.

Mr. G. W. Megeath, Kansas City, Mo., general manager of the Central Coal & Coke Co., has purchased Mr. John Perry's new house, Thirty-fifth and Broadway, that city, for a home.

A dispatch from Latrobe, Pa., says: "Notice has been posted at the Duquesne Coal Works, where a strike has been in progress, that the plant will be shut down until April 1, 1901."

Mr. D. M. Baker, Adrian, Mich., one of the executive board of the Michigan & Indiana Retail Coal Dealers' Association, was in Chicago this week, and made some pleasant calls upon the coal trade.

The schooner Calument cleared from Philadelphia last week for Lisbon with 1,814 tons of bituminous coal. Other schooners have also been chartered to carry coal to that port. The freight quoted is 16s 3d.

Mr. W. W. Oliver, general manager of the Centerville Block Coal Co., owning large mines on the Rock Island R. R., reports business excellent in his territory, mines running full time, and prices satisfactory.

The Dominion Coal Co., in which Boston capitalists are largely interested, has declared the regular semi-annual dividend of 4 per cent on the preferred stock, payable Jan. 1 to stockholders of record Dec. 17.

The Maryland Coal Co., New York City, has declared the regular semi-annual dividend of 2 per cent and an extra dividend of 1 per cent on the preferred stock, payable Dec. 31. Books close Dec. 18 and reopen Jan. 2.

The Gauley Mountain Coal Co., Anstead, W. Va., have recently improved their mines by putting in a system of compressed air machinery and pipes, etc., and the capacity of the mines are about to be increased considerably.

The Chicago & Eastern Illinois R. R. has recently received some new giant locomotives to handle its big coal traffic. The line has many heavy grades, and the smaller engines that have been in use have not done the work satisfactorily.

The Bell Creek Coal Co. is a new coal company that has established offices in Parkersburg, W. Va. Mr. F. O. Hevener is the treasurer of the company and has charge of the Parkersburg office. This company is operating in Nicholas county, where they are operating in the Coalburg seam, and the coal is of superior quality. They intend to greatly increase the capacity of their mines in the near future.

The Milwaukee News says: "The S. S. Mark A. Hanna has brought in 7,000 tons of coal, the largest cargo of that kind ever to arrive here, as part of a fleet of sixteen vessels, bringing in more than 60,000 tons of coal, most of it soft coal."

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The Algona Central railroad, which is now being built from Sault Ste. Marie to the lower portion of Hudson bay, Canada, it is said, will open up some very rich fields of bituminous coal which it is expected become an important factor in the upper lake trade.

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Work has begun at the Sewall yard, Bath, Me., on a four-masted ship, which is to be the largest ever turned out from that place. The new vessel, whose amidship bridge is to be fifty feet in length, is to be constructed along the lines of the ship Arthur Scwall.

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The St. Louis Globe-Democrat says: "The Illinois Block Coal Co., composed of St. Louis business men, who recently leased the Henrietta mines, has discontinued business owing to differences between the company and the owner of the mine, Mr. Henry Voge."

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Mr. Thomas H. Heald, late president of the Black Diamond Coal Co., Knoxville, Tenn., has gone East for a vacation and rest. He was chief executive of the company for many years and was greatly esteemed by the miners and other employes at the Coal Creek mines.

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It is stated that the Pittsburg Coal Co., Pittsburg, Pa., entertains great hopes of supplying a large tonnage of coal for export. A large amount of coal is already practically secured, but the quantity will be quadrupled in the event of the "subsidy" bill becoming operative.

**

The output of anthracite coal from the mines in Pennsylvania during November was just a few tons short of five millions, and the largest of any month in the year. The total production for the year is estimated at 44,000,000 tons. Last year it was 47,665,000 tons.

**

A correspondent at Hazleton, Pa., writes that last week the rain which followed the drouth was so heavy and continuous as to cause operations at many collieries, strippings and washeries to be suspended on account of water, mine pumps being kept going constantly to relieve the slopes.

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A cablegram from Christiania, Norway, states that there is a coal famine in that country, the price having risen 40 per cent, notwithstanding the fact that coal imports have increased 25 per cent. The Christiania papers intimate that the United States would find ready purchasers of coal in this country.

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Charters issued during the week, under the laws of Pennsylvania, were: Bando Coal Co., Mt. Carmel; capital, \$50,000. White Deer Valley Railroad Co., Nepango, which runs from White Deer to Duncan's Station, Union county, fifteen miles; capital, \$30,000. Duncan & Spangler, incorporated, Cambria county; capital, \$100,000.

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Among the improvements to be made on the coal docks at the head of the lakes this winter may be mentioned those planned for the St. Paul & Western and the Boston Coal Dock & Wharf Co. Additions are to be made to the hoists and the construction of a lot of trackage, which will greatly facilitate the handling of coal and cause less delay.

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A Kansas City correspondent writes that Mr. John Perry, who is a large stockholder in the Central Coal & Coke Co., of which he and Mr. R. H. Keith were the founders and organizers has sailed on the Lucania for Liverpool, and will spend Christmas at his old home in England. Mr. Perry, it will be remembered, founded the Perry home for boys about two years ago, on which he spent some \$40,000.

**

During the past ten days the Robert Aitchison Perforated Metal Co., 303 Dearborn street, Chicago, have closed a contract with one of the large thrasher machine manufacturers of the Northwest for its season's supply of perforated metals. They have also closed a contract for over 60,000 square feet of perforated steel for malting machinery. Business is very good and the outlook promising for its continuance.

**

One day last week the Chicago-Virden Coal Co., whose mine is at Virden, Ill., hoisted 2,100 tons of its product in eight hours, although operations were delayed by the breaking of the signal bell wire, so that while that amount is the record, the actual hoisting capacity is not yet determined. The average and ordinary daily run of coal raised is about 1,500 tons. The Chicago offices of the company are in the Western Union building.

Announcement has been made by J. Pierpont Morgan & Co., New York, that the firm had acquired the stock of the Pennsylvania Coal Co. paying therefor 752 per cent of par. As the capital of the company is \$5,000,000, the amount involved in the deal is \$37,600,000. This makes the transaction one of the largest of the kind ever consummated in this country.

**

Export trade has quieted down to a great extent, and one hears little of a coal famine abroad these days. With a slight falling off in demand in France from the consumers, there is less concern about the future, especially with English and Welsh coals declining in price. Prices on Cardiff are f. o. b. Cardiff, Penarth or Barry, \$5.00 to \$4.50 for the poorer grades. Freight quoted from Philadelphia to Marseilles are 17 shillings, and Genoa, 18 shillings.

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The Retail Coal Dealers' Association of Illinois and Wisconsin held its semi-annual meeting at the Plankinton House, Milwaukee, on Thursday, December 13, about 100 members being present. President R. C. Brown, of Oshkosh, appointed a committee of three to formulate plans whereby manufacturers and small consumers will not be permitted to buy coal except from the retailer. The committee will report at the annual meeting, to be held in Chicago next June.

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Our Pittsburg correspondent reports that the coal interests of that city are to receive contracts to furnish 60,000 tons of coal monthly, aggregating 720,000 tons annually, from the New England Gas & Coal Co., Boston, Mass., for the coke plant at Everett. The major portion of the amount will be allotted to the Pittsburg Coal Co., but other concerns will receive a share. In this case Pittsburg coal will replace that of Canada, a great victory for the Western Pennsylvania product.

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A rumor is current to the effect that the Central Hudson Railroad Co. is to absorb the Central New England road for the purpose of using the latter road as a coal carrying line. As a part of the scheme it is reported that coal will be brought via canal boats across the Hudson from Roundout to Rhinecliff, from which place it is only about twenty miles from the main line of the Central New England road. By this plan it is figured three days will be saved in getting coal to New England points.

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Hull & Co., Traders building, Chicago, coal and coke agents, in their December circular have made quite a departure from the ordinary run of price lists. On nearly all the different kinds of coal named mine prices and f. o. b. Chicago prices are quoted, while the analyses of both coal and coke are given, as also the heat units per pound of coal. A brief description of each grade of coal is given, and for what purposes suitable. Dealers will make no mistake in writing for one of these thoroughly up-to-date circulars.

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Mr. Robert C. Hoover, late chief engineer of the mining department of the Chinese, is in San Francisco, and speaking of the commercial importance of that country, said: "In the near future the chief factor in the Chinese trade of the Pacific coast will be coal. There is more coal in the three northern provinces of Chili, Shantung and Shenking than in any other region in the world. This coal is anthracite of excellent quality, and when even fairly good railway communications are established it can be sold in San Francisco at \$7 a ton."

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The two collieries owned by the Butler Mine Co., Limited, of Pittston, were last week transferred to the Hillside Coal & Iron Co., which purchased them and will hereafter be entirely under the control of the Erie railroad. The product of these mines will, in the future, be shipped exclusively over the Erie route, where heretofore a part of this tonnage has been shipped over the Lehigh Valley & Pennsylvania. The properties will be of particular value to the Erie inasmuch as they adjoin unimproved valuable coal lands held by the Hillside Coal & Iron Co.

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All the large mining interests of the New River and Kanawha coal regions were assembled at Charleston, W. Va., last week, with the object, it is stated, of forming a new association. Among those who attended the meeting were the following well-known operators: J. Fred Effinger and J. M. Miller Jr., Staunton, Va.; W. A. Brown and D. C. Boyce, Quinnimont; George Lawton, Alaska; J. W. St. Clair, Fayctteville; W. F. Boone, W. H. Holland, L. W. Nuttall, H. H. Rothwell, Nuttall; William Brown, Mount Carbon; John H. Howald, Prince; G. H. Caperton, Fire Creek; W. H. Warner, John Laing, Fire Creek; James Laing, Sun; F. Howald, Rush Run; J. L. Beury, Beury; M. T. Davis, Justus Collins, T. C. Beury, J. C. Morrison, T. E. Embleton, Charleston.

At the annual meeting of the Iowa Coal Operators' Association at Des Moines, Tuesday, December 11, C. H. Morris, of Des Moines, was elected president, to succeed H. L. Waterman; L. R. Rosebrook, vice-president; L. Ludwig, secretary. The First district of Iowa will be represented by Mr. Alex. Dargable, one of the best known operators in the state. Friend "Sandy" is a member of the state board of examiners, to which office he was recently appointed by the governor, and no better man could have been selected.

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The directors of the St. Bernard Coal Co., Earlinton, Ky., at the regular meeting in October ordered the payment of a labor dividend of \$3,000 to the employees of that company at the Christmas pay day. A similar dividend of \$7,000 was declared at the April meeting of the directors, this making a total labor dividend of \$10,000 to the employees of that company for the year. The miners of Earlinton, "the coal mining metropolis of Kentucky," have worked 300 days in the year, and the Bee of that city asks how many more mining towns can make the same claim?

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From figures just compiled at the Bureau of Navigation, Washington, D. C., it is shown that the vessels built in the United States from June 30 to November 30, 1900, were 495, of 147,963 gross tons. The principal items of the total are seven steel steamships on the Great Lakes (34,933 gross tons) and four smaller steel steamships (8,456 gross tons), which could pass through the new Welland canal, and one steel schooner-barge (2,790 tons). One steel steamship, John S. Kimball (1,588 tons), has been built on the Pacific for the coasting trade. One of the Atlantic six large wooden schooners of 15,652 tons is included.

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At a recent important meeting of coal men at Fairmont, W. Va., the subject of pooling the entire tonnage of the region was discussed by operators and their western agents. It is the avowed intention to make the output not less than a thousand cars a day, and to this end many improvements, etc., were talked over. Among those present from abroad were Messrs. C. M. Moderwell, R. Lee France, C. W. Jackson, J. A. Agee, Leslie Mullen, H. E. Weaver, T. B. Davis, J. W. Galbraith, W. L. Anderson, C. K. Pittman, Chicago; E. M. Maneourt, H. D. Turney, F. A. Ray, Columbus; G. T. Braden, Wm. Edwards, R. W. Harmon, Pittsburg; W. A. Clark, Oil City.

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The Hawkins & Cook Smoke-Consumer Co., 460 Thirty-fifth street, Chicago, has organized by the election of the following directors: A. S. Cook, D. C. Butts, E. D. Pomeroy, and C. C. Hawkins, who elected the following officers: President, C. C. Hawkins; vice-president, A. S. Cook; secretary, D. C. Butts; treasurer, E. D. Pomeroy. The offices of the company will be on January 1, 1901, in the Fisher building, Dearborn and Van Buren streets. The company will equip steam plants with their devices, which were described in the columns of THE BLACK DIAMOND October 27, 1900. State rights will also be granted and licenses issued to other constructional companies.

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The Coal Salesmen's Association of Chicago was organized at the Great Northern Hotel on Saturday, Dec. 8, by the election of Stephen Lawson, president; W. F. Delihant, vice-president; A. G. Darling, secretary, and Tracy Wright, treasurer. The purpose of the association is to find a means of preventing the establishment of mine agencies in this city. The business of the independent salesmen is menaced by the growing number of these mine agencies. At present, a salesman said yesterday, most of the members are earning from \$400 to \$1,000 a month, but they get no compensation when an agency is established and takes away the trade they have worked up. The association expects also to improve the credit system of the coal business, saving money for the dealers.

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The coal trade throughout the East will regret to learn of the death of Thomas Jordan Adams, member of the firm of Robinson, Hayden & Co., who expired at Auburn, Me., on Sunday last. The news of his death, while not unexpected, is greatly regretted, as he was a general favorite among his many friends. Some two months ago Mr. Adams complained somewhat and his physician, who diagnosed his case as malaria, advised a change of climate, when he immediately went to Auburn, Me., but on arriving there it was found he was suffering from Bright's disease, and at no time was there much hope held out for a permanent recovery, and from which cause he died on the 9th instant. Mr. Adams was well known in the trade, having been in it for about twenty years. The greater part of this time was spent with Cox Bros. & Co., incorporated, representing them throughout the New England States. In 1891 he was appointed sales agent of Robinson, Hayden & Co., becoming a member of this firm in 1897, and was their general manager up to the time of his death. His remains were removed to New Haven, where he had resided prior to moving to New York, last spring. The interment took place on Thursday at 1 o'clock. He was 44 years old, and leaves a widow and two children. He lived this life usefully and well.

What was probably the largest cargo of coal that has ever gone up the North Branch was taken to S. C. Schenek's Division street dock by the steamer Merida this week. She carried 4,669 net tons of Scranton coal, and experienced considerable trouble in getting up the river. She first grounded on the LaSalle street tunnel, then stuck in the Northwestern R. R. bridge draw, grounding again at Kinzie and Division streets draws. When we consider the trouble this boat had in reaching her dock, and the fact that, though she carried a large cargo, it was a small one compared with the immense loads of 7,000 to 7,500 tons that boats are now carrying to upper lake ports, the need for improvement of the Chicago river by removal of the tunnels and the replacing of the old swing-bridges with those of the bascule type is most apparent.

**

Boston's share in the river and harbor bill will be \$5,000,000, and a prominent member of the engineer corps said to the Advertiser's Washington representative: "The proposed Boston project gives a wide and deep channel from the navy yard to the open sea, a distance of several miles. Some of the existing channels are crooked, and in making straight, in accordance with the idea under discussion, rocks, shoals and other obstructions will have to be removed. The shoals immediately east of Faunbar are particularly bad. The rocks will have to be bored and destroyed by dynamite, and the use of hydraulic suction dredges is out of the question. Primitive methods only can be used there, owing to the very hard material which must needs be excavated. There is comparatively little mud. Hard clay, gravel, boulders and ledges form the bottom of Boston harbor, with very little soft sand and kindred soil, easily removed, transported and dumped."

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The Pittsburg Coal Co.'s Employees' Association, Pittsburg, Pa., has been formed for the purpose of encouraging and assisting employees of the Pittsburg Coal Co. to invest their savings in the preferred stock of the company. As stated last week, this great corporation will sell its stock on the installment plan of not less than \$1.00 per share per month, the minimum amount; of course more will be accepted. In short, it is similar to the plan of a building association, only that the money paid in on account of stock is non-forfeitable. It is a most admirable project and will undoubtedly meet with a hearty and ready response from the 20,000 employees of the concern. The board of directors consists of G. W. Schluederberg, E. J. Taylor, J. C. McDonald, W. J. Phillips and J. B. L. Hornberger, with an advisory board consisting of A. W. Osborne, William McCune, J. W. Blower, N. F. Sanford, Benjamin Fereday, C. Dixon, W. A. Dinker, S. H. Robbins, A. W. Horton and J. T. Connery.

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The Tennessee Coal, Iron & R. R. Co., Birmingham, Ala., has issued one of the best publications of the kind ever printed south of Mason and Dixon's line. It is an elegantly illustrated descriptive history of the rise, growth, organization and operation of the mammoth concern, which has a capitalization of \$23,000,000, and its output of crude and finished material is second only to the Carnegies, of Pittsburg, Pa. The illustrations are half-tones, real works of art, showing every operation in the production of iron, steel, coal mining, quarrying, etc. It is a book 10x12 inches, green cloth, gold lettered back and front, and contains 178 pages of heavy toned paper. The descriptive matter is first-class, excellently well edited. A cloth map of the Birmingham district, showing the plants of the company, will be found of value, as it gives specific industrial data. Mr. Charles E. Bowron, assistant chief engineer, is the compiler, and congratulations are in order for the painstaking efforts put forth on this elegant volume.

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The purchase of the Paneoast coal property during the week by Dickson & Eddy gives these gentlemen a total annual tonnage of 3,500,000 tons and at the same time shows what pluck and energy can do. In line with this increased tonnage the Ontario & Western railroad is making extensive improvements along its line to facilitate the handling of this large amount of anthracite. They are erecting one of the most modern and up-to-date plants for the storage of coal at Middletown, N. Y., that has ever been installed. The plant is the Dodge system, and consists of four pockets, capable of storing 35,000 tons each. They have also placed an order for 600 forty-ton cars, the first installment of which will be ready for use January 1, 1901, and twenty-five cars a day thereafter until delivered. They will also have for use by March 1 next, six new 100-ton locomotives, and are now strengthening the bridge at Liberty Falls and putting their road in shape so as to give them a through haul from the mines to Middletown. This will permit them to carry a large stock at the latter place, which is only twenty-five miles from Cornwall and, therefore, puts them in splendid shape to cater to the needs of the Eastern markets.

Thirty states in the Union, including the territory of Alaska, contributed to the coal output of the United States last year.

PROMISED DEVELOPMENT OF COAL IN ALASKA.

The News of Nome, Alaska, dated November 27, gives the following interesting account of the coal of the frozen North and the all-important part it will play in advancing and expanding the industrial problems which have already presented themselves:

"The discovery and development of large deposits of coal on the shores of the Arctic ocean opens up new possibilities for this section of Alaska. No longer will the denizens of the Bering coast be compelled to 'dig up' several hundred dollars at the beginning of each winter, when they can least afford it, to lay in a winter's supply of fuel; no more will the 'sour dough' count his coal sacks upon retiring and leap for his shotgun at every noise in the night. It will be cheaper to buy coal than to steal it, or at least such are the promises of the locaters and promoters of the new mines. We have the promise of an unlimited supply at one price the year round.

"The existence of coal at Point Lisburne has been known for many years, but it was generally supposed to be in small veins, limited in quantity and of an impure lignite in quality. The arrival of the steam schooner Bessie K with 150 tons of magnificent lump coal dispels the 'impure lignite' delusion, and each and every one of the thirty men who made the trip, from Captain Neilson to the colored cook, declare the supply to be inexhaustible. From those who have been upon the ground it is learned that the coal crops out along the Arctic coast for nearly ten miles, the main body, however, being contained in the locations of Messrs. McRea, Starr & Walke, the first locaters. For a distance of one and a half miles upon their holdings there are many veins of from ten to fifteen feet in width, all dipping inland. The large veins all crop out in a high bluff, which is about seventy-five feet from the sea, making it possible to load large ships with wooden chutes or endless lines of buckets.

"The 150 tons brought down by the Bessie K was mined and loaded in four days by an inexperienced crew of men in stormy weather; so it will be readily believed that, with proper appliances and experienced miners, vessels carrying 2,000 tons need not be delayed in loading more than forty-eight hours.

"There is open water in the Arctic for from twelve to fifteen weeks each summer, and during this time the coal must be transported. The consumption of coal for the coming year upon this coast from Port Clarence to St. Michael, as estimated by competent judges, will be about 50,000 tons, so that two vessels of 2,000 tons capacity each can supply the trade, provided they can make a round trip each week of the open season. Any fairly good steamer can make the run up and back in forty-eight hours, and the 'coal barons' feel sure that 2,000 tons can be put on board in two days and nights (since the 'nights are all days' in the Arctic during the summer); but that leaves but three days in the week in which to unload, and 'there's the rub.'

They left a representative here, however, in the person of R. O. Lazier, and that gentleman now declares that nothing stands in the way of the speedy construction of the road. Starting at Port Clarence, the projected road will go straight across the country to Council City, a distance of about eighty miles, with a branch down to Nome. From Council City the main line is to extend through natural passes and over easy grades along the north shore of Norton bay to its terminus on the Yukon river at Nulato. The entire distance to be traversed is about 230 miles in an air line, and not over 300 miles as the road is expected to run.

"The building of such a road would perforce kill St. Michael and cut off 560 miles of the worst part of the river for the Yukon boats, and this would be hailed with delight by shippers and steamship owners. The Yukon river boats would, in all probability, use coal instead of wood, thereby saving from a day to a day and a half spent now in taking on cord wood, and by carrying coal in their bunkers save valuable cargo space, now taken up by the more bulky fuel.

"Many of our readers may here rise to remark that there is plenty of coal along the Yukon; and so there is, such as it is. But, proceeding with our hypothesis of cheap coal, what would be the effect upon the ocean carrying trade? And how many boats would go 150 miles out of their way to touch at Dutch Harbor were it not for the necessity of taking on coal? How many steamers would attempt to carry coal for the round trip, knowing that they could fill their bunkers at Port Clarence at a reasonable price? Like the Yukon river boats, the ocean liners would save much valuable cargo space on their up trip and perhaps take a load of coal home for ballast.

"Coming down to the facts nearer home, cheap coal will hasten the development of our winter diggings. On the west slope of Anvil creek, below discovery, there are 2,000 acres of deep placers that will pay to work only in winter, and on this side of the creek between Little Snake and Anvil, Dick McArthur has already demonstrated what can be done during the cold weather.

"At Topkuk, at the present time, Bono, Burnham & Co. are using from four to five tons of coal every twenty-four hours and paying \$60 or more for every ton used. The receiver of No. 1 Daniels creek is doing the same, and only the very best ground, like the lower end of Daniels, can stand this strain.

"Just over the divide from Daniels creek there are plenty of good winter diggings, and the tundra between Daniels and Ryan will pay well during the winter with coal at \$20 per ton.

"At Teller City and Port Clarence coal is very scarce, and brings \$5 per sack of 100 pounds. Hundreds of tons would be hauled over the ice this winter from these places to the rich diggings on the Bluestone and Kangarok if it could be had at even \$40 a ton, and thus the high price of coal retards the development of this fine stretch of country. The handling and development of the Arctic coal mines has been placed in the hands of Frank J. Lackie and Virgil Moore, who have gone to New York to obtain proper equipment. Recently B. F. Tufts and others located a fine vein of coal on the Tububuktolik river, sixteen miles from tidewater, in the Norton bay country. The coal is of excellent quality and the vein a large one, which is now being developed."

ANNOUNCEMENT.

The annual meeting of the Illinois Coal Operators' Association will be held in the commissioner's office, 1002-3 Ellsworth building, 355 Dearborn street, Chicago, at 10 o'clock A. M., Friday, December 21, 1900, for the election of officers. The several districts will report the names of the operators selected to serve on the executive committee.

The necessity of changes in or amendments to the present form of organization on account of the expansion of the association which has taken place during the past year will also be considered, as well as any other matters of common interest which may properly come before it, and in view of the approaching interstate convention these will no doubt be of great importance.

OF INTEREST TO COAL COMPANIES OPERATING COMMISSARY STORES.

A distinct evidence of the valuation placed upon the advertising columns of THE BLACK DIAMOND is that accorded this week by Strauss Bros., of Chicago. In their full-page announcement, appearing in this issue, a most artistic design and effective color scheme, they offer information which will be of interest to many of the readers of THE BLACK DIAMOND. Strauss Bros. occupy the entire building at 229 to 235 Market street, Chicago, and here is a veritable hive of industry. They are tailors exclusively, and upon a mammoth scale, controlling a trade which covers the country. All goods are manufactured to order and are sold from samples furnished to local representatives, who may be found in every state. On the clientele of Strauss Bros. are found over 200 mining concerns who sell the firm's goods in their general stores, or supply their employees through this effective method. Prominent among whom are noted the following firms well known to the readers of this paper: Williams Coal Co., McHenry, Ky.; Ivy Coal & Coke Co., Horse Creek, Ala.; C. B. Havens & Co., Danforth, Mo.; Western Coal Mining Co., Jenny Lind, Ark.; Mutual Mining Co., Campbellsburg, Ind.; Tennessee Coal & Iron Co., Rockwood, Tenn.; Cottonwood Coal Co., Stockett, Mont., and a long list of others. The advertisement appearing in this issue should gain for this well-known house a supporting patronage from many who read it and note the inducements offered.

PROVIDING SINKING FUND FOR A COAL COMPANY.

Some of the great anthracite coal producing companies have made provision for the gradual exhaustion of their deposits, and the plan adopted by the Delaware & Hudson Co. appears to meet the case so well that it is given below. This excellent expedient was adopted by the stockholders at the annual meeting, and it is now in operation:

"Whereas, It is expedient that provision be made for the gradual retirement of stock and bonds of the company, contemporaneously with the mining and sale of its coal.

"Now, therefore, it is hereby ordained and enacted as follows, by the Delaware & Hudson Co., acting at the regular annual meeting of its stockholders held in accordance with notice:

"First—A sinking fund is hereby established to provide for the gradual retirement of stock and bonds of the company contemporaneously with the mining and sale of its coal. At the end of each year there shall be credited to said sinking fund upon the books of the company a sum equal to not less than 5 cents for each ton of coal mined by the company during the year from lands owned or controlled by it, and any additional amount which the managers of the company may deem expedient. The sums credited to the sinking fund shall be charged against the profits for the year.

"Second—The sums so credited to the sinking fund shall be invested, under the direction of the managers or of any committee which they may designate, every year. The same shall be invested in securities or shares of stock of the company, or of any corporation whose road the company may have leased or with which the company may have contracted for the use of its road for the transportation of coal or upon whose securities or stock the company may have become liable to pay interest or dividends. In case, however, such securities or stock cannot be purchased advantageously, when the sums so credited to the sinking fund shall be invested temporarily in such other interest paying securities as said managers or committee may determine.

"Third—Whenever investment of the sinking fund shall be made in the securities or stock of the company, the same shall under no circumstances be reissued, but shall forthwith be retired and cancelled, and thereafter the amount of interest or dividends which would be payable upon such securities or stock, if they were still outstanding, shall be credited to the sinking fund and used for the purposes thereof as herein provided. Whenever investment of the sinking fund shall be made in other securities, the same shall be used for no purpose whatever save those herein specified, and, as soon as advisable in the judgment of said managers or committee, shall be sold, and the proceeds, with any interest or dividends received thereon in the meantime, applied to the purchase of securities or stock of the company which shall be retired and cancelled as above provided."

The Fisher Coal & Coke Co., incorporated, is officered as follows: B. R. Hieronymus, E. W. McCulloch, secretary, and J. S. Fisher, treasurer and general manager, with suite No. 604 Fisher building, Chicago. This company is the selling agency for the Coal Bluff Mining Co., Standard Block Coal Co., Western Indiana Coal Co., Spaulding Coal Co., and the Clear Lake Co-Operative Coal Co., eleven mines in all. The company will do a general jobbing business in this territory and the country generally.

The shipments of the coke syndicate for October reached 700,000 tons, 14 per cent above the shipment for October, 1899.

Indiana has in all 355 mines, 155 of which are large enough to be inspected regularly, while 200 are of small moment.

SOME RANDOM BOSTON COAL REMINISCENCES.

BOSTON, December 12, 1900.

The writer who would set himself the task of compiling a history of Boston's coal trade would, at the outset, be confronted with one great difficulty. In the early part of the century the commerce of Boston was not, as it is today, subdivided with reference to the various kinds of merchandise dealt in, but the division was rather of a territorial nature. A merchant in those days was not in the dry goods, drug or lumber trade, but in the East India, Liverpool or Brazil trade. It would, therefore, be difficult to compile a list of those houses that were the pioneers in handling the black diamond, when it first took its place as one of the most important staples. Half a century ago Boston led all the other cities on this continent in the increase of foreign shipping and, consequently, the city was one of the earliest marts of importance for the distribution of both soft and hard coal.

Some sixty-five years ago Boston had visions of a nearby supply of coal, but the delusion did not last long. At Mansfield, fifteen miles northeast of Providence, some coal veins were discovered in 1835. Dr. Jackson examined the mines, and re-examined them in 1839. Notwithstanding the fact that geologists for some time held out great hopes for the eventual fertility of the mines, the maximum daily output never went above ten tons, and it was not long before Boston made up her mind that it would forever be dependent on the coal fields of distant regions for her supply of fuel. From 1834 to 1853 the consumption of anthracite coal was quintupled and the consumption in the latter year was just one-tenth of what it was last year. Thus we see the steady, healthy growth, and perhaps no other circumstance furnishes a better barometer for the industrial growth of the New England metropolis than the statistics of the coal trade. Compare with the volume of business of today figures like these: In 1820 but 365 tons of anthracite coal, and during the year 1846 but 175 tons of bituminous coal from Pennsylvania are reported to have reached Boston. The retail chaldron of Boston in those days was 2,500 to 2,700 pounds.

Mr. Albert C. Betteley, who has been identified with the Boston coal trade for upward of a generation, had the kindness to give me a short outline of the evolution that has taken place since he first went into the business.

"How long have you been engaged in the coal business, Mr. Betteley?" I inquired.

"Thirty-six years," he retorted, with a smile that betrayed pride, the pride a man would take in an honorable business career. Mr. Betteley, by the way, is still in the prime of life and as active today as he was on the way when he first went into the coal business.

"Yes, there have been many changes," said Mr. Betteley, "since I started in the business. The most striking phase in the long range of changes that has occurred seems to me to be the one that is just now uppermost in the mind of all coal men, and this is, the numerical decrease of the dealers, the decline of the small and medium-sized concerns and the coming of huge corporations and combinations in their stead.

"In the early days of my business career," he continued, "the individual operator was the one to whom we looked for our supply. There were then already some corporations in the mining business, but the bulk of the product was turned out by men who either owned their mines or else operated mines that they had leased. The Delaware, Lackawanna & Western and the Delaware & Hudson companies were among the principal shippers in those days. Then came Schuylkill coal from Philadelphia. In fact, Philadelphia was the principal shipping center. New York supplied no coal to Boston or New England points."

"Did the supply of shipping craft amount to much in those days?"

"Well, in the first years of my activity the largest amount of tonnage that came into and sailed from Boston harbor was still sailing craft. All they needed in the way of coal was a supply for their galleys. The steamers, of course, furnished a good market and there was quite a little done in that line when the sailing freighters were superseded by steamers. The residential and mill trade was, however, then, as it is now, the field to which most attention was paid by the retail trade."

"Did the municipality always purchase its supply locally?"

"Yes, the city advertised for bids, as it does today, and awards the contract to the lowest bidder."

"How was the coal handled in those days locally?"

"The coal was brought here in sailing vessels that had a capacity of anywhere from 150 to 200 tons. When these sailing vessels arrived here

a gang of stevedores would be employed to discharge them by hand, as I might say. They used horsepower, that is, actual horsepower. Of course, compared with modern conveyance machinery, a horse walking around in order to produce the necessary power by which the tubs were lifted and sent back seems quite odd, but people in those days thought that this method was the ne plus ultra of ingenuity. The coal was then dumped in the storage yards, usually adjoining the landing place of the vessel."

"Was there in those days a division between the wholesale and retail trade on similar lines to those now in existence?"

"The coal was handled by commission houses, which either had branches or correspondents in Philadelphia. These commission houses in turn had representatives at all important points throughout New England."

"Who were the largest dealers in those days?"

"Among the wholesalers I remember E. R. Sawyer & Co., Day, Huddle & Co., Borda, Keller & Nutting, S. C. Thwing & Co., and Bangs & Horton. The latter firm is in existence to this day. The largest retail coal dealers then were Prescott & Chapin. They were down at the Liverpool wharf. I presume you know something of the colonial history of Liverpool wharf. It was from there that the Mohawks got ready to get in their fine work during the Boston Tea Party. Other prominent retail dealers in those days were Shepard Robbins, Howard, Snelling & Co., W. H. Prentice & Son and Bosworth & Hamlin. George M. Winslow & Co. also did quite a business. They are now part of the Metropolitan Coal Co. The largest dealer in Cambridge was W. T. Richardson. When a man, thirty years ago, did a business of 9,000 or 10,000 tons annually he was doing a tremendously large business."

"Tell me something of how the evolution into the present status of the coal business came about."

"In my opinion the salient factor that brought about the transformation was the advent of the Philadelphia & Reading Coal & Iron Co., in 1868.

That company built the first two steamers for the coal carrying trade—the Rattlesnake and Centipede. That, of course, brought about the most vital change in the aspect of the trade. Gradually steam and automatic conveying apparatus took the place of the primitive arrangements in vogue up to then. Smith Grant, of Pawtucket, was the pioneer in modern equipments. He put in the first plant with automatic buckets and other up-to-date arrangements."

"What was the status of the soft coal trade in the early days of your career?"

"Cumberland coal was shipped here in great quantities from Baltimore. The Hampshire & Baltimore Coal Co. did the bulk of the business in those days, and to this day the railroads hereabouts used only soft coal, and the blacksmiths were also good patrons for the soft coal men. Bird, Perkins & Job and F. H. Odiorne & Co. were the largest

houses that made a specialty of bituminous coal. The latter concern is in existence today."

"Was there a marked difference in the selling methods thirty years ago?"

"I think the dealers had a larger field. There was as much competition in those days as there is now, but the outside trade was, I think, a little more loyal. When a man dealt with a certain wholesaler and was being well served he was less likely to make a change than today, but, on the whole, conditions were not much different as concerns the actual selling methods."

"When was the first all-rail coal brought here?"

"All-rail coal is a modern affair. I don't think that it is over ten or twelve years since the first experiment in that direction was made."

"Were there ever any organizations of coal men before the Coal Club was formed?"

"There always was more or less amity and friendliness among the coal men of Boston, but I know of no regularly organized association that existed previous to the formation of the Coal Club."

What a contrast between the picture of sailing vessels, old-time counting rooms and goosequills as painted to me by Mr. Betteley and the surroundings amid which he imparted to me his reminiscences. Typewriters instead of the goosequills and shrill whistles from the harbor as a reminder that transatlantic greyhounds had taken the place of sailing craft.

In no small degree is the progress of Boston's coal trade due to a just recognition of its importance on the part of the authorities. In the annual report of the Boston Board of Trade for the year 1872, which I found in the library of one of the coal merchants, I found an energetic appeal to the railroads to lower the freight on coal. "Coal is a material," says one passage in the report, "that is not only in general use, but a primary raw material in



Coal Pockets of C. W. Claffin & Co., Worcester, Mass.

all manufacturing industries. Cheap coal is cheap power, and cheap power is cheap manufacturing. How important it is for the people of Boston that our railroads should compete with the colliers in the conveyance of coal, we need not stop to argue. The Boston & Albany railroad brings coal as far east as Worcester, and we believe that it will soon find itself able to transport it all the way to Boston. When it shall do so, the rate of freight will be reduced at once on the 4,000 or 5,000 cargoes per annum which reach us by water and a saving will be effected which will inure immediately to the benefit of every consumer in the vicinity. The then Governor Washburn heartily endorsed these recommendations and urged the railroads to carry coal at the lowest possible rates. That the request did not go unheeded may be judged from a perusal of the statistics of the Board of Trade for the past twenty years. Many an old volume in that series did I pick up to find hard coal hovering in price around the twenty-dollar mark!

What a change within the past fifty years has taken place in every avenue of the coal trade may perhaps be best seen by a comparison of present day methods under which a wholesaler not only makes an exclusive specialty of either anthracite or bituminous coal, but moreover frequently handles only one kind of coal, and those in vogue in 1859, when one of Boston's prominent dealers inserted the following advertisement in the Boston Almanac of that year:

C. YOUNG & CO.,

Wholesale and Retail Dealer

in Hydraulic Cement; Thomaston Lime; L'Etang Lime; Ground Marble; Calcined Plaster; Ground Plaster; Laths and Hair; Hard and Soft Coal.

Office: 70 State St. (upstairs.)

Wharf: 445 Commercial St.

(Near North Chelsea Ferry.)

BOSTON.

This advertisement illustrates what I have said at the outset of my letter anent the condition of the Boston coal trade in bygone days. The astounding forward strides in the coal trade in Boston must needs amaze those who have witnessed the evolution. As to what the future will bring forth we can only say, "the best of prophets of the future is the past."

THE WESTERN RETAIL TRADE.

F. M. Shaw is a new dealer at Moronts, Ill.

L. A. Smith has opened a retail coal office at Youngstown, Ohio.

Taylor & Tanner have recently opened a coal yard at Hutchinson, Kan.

South Shore, S. D., has a new coal dealer in the person of Geo. Holcomb.

E. M. Washburn, Hillsdale, Mich., has sold his coal business to L. C. Wright.

J. A. Sauer has purchased the retail coal business of John Linden, Le Mars, Iowa.

The U. S. Peat Fuel Co., Chicago, has been recently incorporated, with a capital stock of \$120,000.

The Lamberton Elevator Co. have sold their coal business at Stewartville, Minn., to the Laird-Norton Co.

Dubuque, Iowa, dealers have advanced the price of anthracite 50 cents per ton, and it is now selling at \$8.00.

Jeffersonville, Ky., dealers have reduced coal 1 cent a bushel, and a cut of another cent is looked for shortly.

The Laird-Norton Co., of Winona, Wis., have purchased the coal business of the Lamberton Elevator Co., at Stewartville, Minn.

Cincinnati dealers report a better demand for coal, and prices remain firm. Anthracite continues at \$6.75 per ton, delivered to any part of the city.

The Imperial Coal Co., Knoxville, Tenn., has been bought by a new company, which has been incorporated, with Otto A. Kohlhasse as manager, and will continue business under the same name, the Imperial Coal Co. The yards of this coal company have the name of being one of the best equipped and most orderly kept coal yards in Knoxville, and this reputation will be fully sustained by the present company, who will do a wholesale as well as retail business. This company also has interests in the mining districts, which enables it to secure the best grades of coal for its yards, and being backed by some of our most prominent business men, will render service second to none in the business.

John M. Eley, the well-known retail coal dealer of Toledo, Ohio, died on December 6, after a protracted illness, due to general debility. The deceased was born in Franklin county, Pennsylvania, and came to Ohio when a child, with his parents, settling in Wosster, Wayne county, of which place his father was one of the pioneers and wealthy capitalists. John M. Eley was one of the oldest coal merchants in the city, and for years had his office in the Marine building at the foot of Jefferson street. His experience in the coal business dates back thirty years, twenty-eight of which he was in business in Toledo. He was a staunch Democrat, and represented the Second ward in the common council for two terms, retiring with a clean record for honest and conscientious service.

THE EASTERN RETAIL TRADE.

G. M. Roe & Co., Chester, N. Y., are no longer in the coal business.

William A. Chase, Holyoke, Mass., has disposed of his coal business.

Grant Ellis, Watkins, N. Y., has sold his coal yard to J. F. Manning.

Saxe & Austin, Cairo, N. Y., have sold their coal business to Freese Bros.

V. E. Baldwin continues the coal business of Maker & Baldwin, Dalton, N. Y.

A. Fisher has purchased the retail coal business of J. B. Lent, Crugers, N. Y.

The Albany (N. Y.) Coal Co. has been recently incorporated, with a capital stock of \$5,000.

Higley & Barber, Sandy Hill, N. Y., have been awarded the contract to furnish coal to the county and will supply anthracite at \$5.00 per ton.

A Charleston, S. C., correspondent writes: "The county court has awarded contracts for furnishing coal to the courthouse and the county infirmary to the Diamond Ice & Coal Co. and the Kelley's Creek Mining Co., respectively, they being the lowest bidders. The bid of the Diamond Ice & Coal Co. is \$1.50 per ton of 2,000 pounds for run of mine and egg coal, delivered in the coal room of the courthouse, and that of the Kelley's Creek Mining Co. is the same price for the same grades of coal, to be delivered on the railroad siding at farm for the infirmary."

"There is not a coal dealer in Hartford who will come anywhere near getting his winter's supply this year. Coal will be scarce all winter, and it is a question if the present price will not have to be advanced before the winter is out." So said a member of one of the largest coal firms in Hartford, Conn., when interviewed. He added that coal was not being received here in anything like the quantity desired. There are perhaps two barges of coal unloaded here in a week now, while a dozen per week is the usual number at this time of year under ordinary trade conditions. There is some coal coming here by all-rail routes and this will continue all winter, but the river traffic for this year is probably near its closing and when this is at an end the chief means of supply for this city will be cut off for the winter. The town of Wethersfield, which receives nearly all of its coal by way of the river, is reported to be very short of this necessity and will have to depend upon Hartford unless a supply is received before navigation closes.

A Newark, N. J., correspondent writes: "The Lehigh Valley Coal Co. has on foot a plan to build a large coal depot on the meadows, near the line of Pennsylvania avenue, not far from Earl street. Ground will not be broken until next March, and it will take until about next November to complete it. When finished the depot will have a capacity of 20,000 tons. The plant will be constructed after the latest and most approved plans, providing for the least possible handling of the coal. Everything but the incline, on which cars will run into the depot, will be enclosed. But three tracks will enter the depot, and gravity will be made use of, so that locomotives will only be used to move trains from the main line of railroad to the foot of the incline. A stationary engine will haul the cars up the grade. The trains will then be shifted to one side or the other of the yard, and the chutes will be arranged on either side. Wagons will practically be backed underneath the chutes, so that by the opening of the hopper the wagons are filled in a twinkling. The Lehigh Co. has two yards in Newark at the present time. One is located at the lower end of Broad street, and has been known as the "coal dumps" for years. It has a capacity of 10,000 tons. It has another, of 6,000 tons capacity in Hamburg place. Neither of these is to be abandoned, so that when the new plant is finished it will have a capacity of 36,000 tons. The new depot will cost upward of \$100,000, exclusive of the land."

The coal dealers of Millburn and Springfield, N. J., are at present engaged in a trade war, which has resulted in the cutting of the price of coal 50 cents a ton within the past two weeks. Should the strife continue, as some of those engaged in the conflict assert it will, until the desired ends are accomplished, the residents of the two townships will be able to procure their stock of winter fuel at cost price, and maybe at less. Lehigh and Scranton coal is now being delivered to householders at \$5.00 per ton. This reaction after the high prices of the strike period is welcomed by the people. It is said that the strife is the outcome of the coal strike. At that time, so it is asserted, the different dealers were without very large supplies, and experienced more or less difficulty in getting coal to supply the demand of their customers. The prices accordingly advanced and competition was keen. The dealers who had yards in the two places sold Scranton coal, which came in over the Delaware, Lackawanna & Western line, while others, who did teaming, purchased Lehigh coal in this city. These latter have no yards and cart only on orders. It is asserted that some of these latter dealers got ahead of the yard men with their supplies during the strike, and also maintained a keen rivalry among themselves. About November 1, when prices became normal again, coal dropped to its regular price of \$5.50 a ton, delivered. At this price, it is declared, there is \$1.00 a ton profit, from which the cost of carting is taken. This rate continued for a while, when, it is asserted, to get back customers lost and new ones, too, the cutting was started. First, it is said, the dealers in Scranton coal reduced the price 50 cents on the ton, and then one of the dealers in the Lehigh article dropped to \$5.00. Following this, another Lehigh dealer had circulars distributed announcing a reduction to \$5.00 per ton.

WESTERN COAL AND COKE NOTES.

The supply of coal at Hailey, Idaho, is short some 700 cars. The mines cannot fill their orders.

The new mine at Lincoln, Ill., is rapidly nearing completion as regards the upper works. The switches will occupy about twenty-five acres.

The Courier-Herald, Saginaw, Mich., says: "Pere Marquette Mine No. 2 ran twenty-six days in October and hoisted 16,000 tons of mine-run coal."

The Stockton (Cal.) Independent says: "The Tesla Coal Co. is losing many miners who are going to Gallup, N. M., where better wages are offered.

The new coal mine at Beaver Hill, Coos county, Oregon, is being developed. Several carloads of the product have been marketed and the coal pronounced good.

The new shaft of the St. Paul Coal Co., Albia, Iowa, and which is five miles south of town, has been finished and the top works will now be rushed to completion.

The Central Coal & Coke Co., of Kansas City, yesterday filed, in the office of the secretary of state, a certificate of increase of capital stock from \$3,000,000 to \$3,750,000.

The tower and tippie of the mine at Farmington, Ill., recently purchased by John Newsam, Peoria, suffered considerable damage by fire last week. Incendiarism is suspected.

The Ingleside coal mining property, in Sullivan county, Indiana, has been purchased by a syndicate, headed by Charles Whitsitt, of Indianapolis. David H. Whitsitt will be resident manager.

A new South Dakota corporation is the Wheatcroft Coal Mining Co., at Pierre, with a capital of \$1,000,000. Incorporators, Irving H. Wheatcroft, A. J. Wheatcroft and G. V. Pattison.

The coal found on the Clearwater, in Idaho, about twelve miles from Orofino, turns out to be first-class quality. Development will proceed at once. Warner and Howe are the owners of the land.

At Eureka, Kan., coal and oil has been struck at a depth of 1,400 feet.

The Buckhorn Coal Co., Waverly, near Higginsville, Mo., has commenced operations again. The concern is made up of H. A. Lawton and George Zoll, of Atchison, Kan., and Dr. F. C. Zoll, Waverly.

Sam A. Moss, superintendent of the Blackbird Block Coal Co., Blackbird, Putnam county, Mo., is in need of fifty miners; has that many, but requires double the number. His men make \$2.50 to \$3.50 a day, eight hours' work and six days a week.

The lignite coal fields on Chignik bay, Alaska, will prove of great value, as a short, five-mile railroad track will bring the coal to tidewater. Mr. Thomas Mayon, superintendent of the Apollo Mining Co., 1269 Market street, Oakland, Cal., is interested, because the coal is on his company's lands.

The Menatche Coal Co. is a new corporation of Oregon, with a capital stock of \$1,000,000, with office in Portland. The incorporators are A. Rockwell, E. W. Barnes and L. B. Cox, all of that city. The company has acquired 4,000 acres of coal land in eastern Washington and it is now being developed. A spur from the O. R. & N. Co. will be built to the mines.

The coal mines at Walsenburg, Colo., are being pushed and the output now is about 3,000 tons a day. The Occidental Coal Mining Co. has just uncovered an eight-foot vein of coal easy of access and splendid quality. Heretofore it has been working in a vein that was from three to six feet thick. The drill in prospecting has penetrated another vein that shows indications of being ten to twelve feet thick.

The Black Diamond Coal Co., Florence, Colo., now operating in Huerfano county, south of Silver Cliff, has entered the coal vein, which is twenty-five feet thick. The tunnel has been driven into the vein about eight feet and is still going ahead. There is a peculiar formation at this particular spot. There are two formations of sandstone and the side of the vein is thrown in a vertical position. When once thoroughly opened the coal output will be unlimited and in about two months a steady output will be maintained.

A Cleveland firm has bought the Stribley coal plant in Columbiana county, Ohio, and at the same time 360 acres of fine coal land.

Delaware, Lackawanna & Western Railroad Co.

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A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

A vein of coal has been discovered in the farm of John Riegel, in Jefferson township, Berks County.

Just west of Bellaire, Ohio, at the Schick mine, a new steel coal tippie, which will allow engines to coal in less than fifteen seconds, will shortly be erected.

The Marquet Coal Co.'s surveyors at New Cumberland, near Toronto, Ohio, are surveying the company's line for a standard gauge railroad to the coal bank.

Some 15,000 acres of bituminous coal lands near this place, which the Northwestern Mining & Exchange Co. purchased about a year ago, are to be developed at once.

A new corporation is the Albany Coal Co., Albany, N. Y., with a capital of \$5,000. Directors: J. P. Van Wyck, Hudson; C. C. Waller, Albany; Harmon Hoff, Brooklyn.

The Marion Heights Colliery, near Shamokin, Pa., has completed the 400-foot tunnel to the No. 5 vein, which has been tapped. The five-foot vein is a fine quality of anthracite.

A charter has been granted to the Stineman Coal Co., Philadelphia; capital, \$100,000. The directors are Albert M. Stineman, Harvey C. Stineman and Oliver M. Stineman, of South Fork.

The Scranton (Pa.) Truth says: "It is reported that the Delaware & Hudson Canal Co. is negotiating for the purchase of the coal mining properties of the Greenwood, Langcliffe, and the Laflin Coal companies."

The coal properties of the Butler Mine Co., Pittston, Pa., have been bought by the Hillside Coal & Iron Co., who will operate them in the future. The purchase price included quite an acreage of coal land.

It is stated that miners' delegates from the anthracite districts who will attend the annual meeting of the U. M. W. of America at Indianapolis, Ind., will have a special train, the engine pulling it using anthracite coal.

Hon. Thomas J. Corcoran, mayor of Pittston, Pa., has been presented with a gold medal, valued at \$65, by a committee representing the 10,000 United Mine Workers of Pittston and vicinity. The mayor during the recent anthracite strike gave generous aid, financially and otherwise, to the mine workers.

The Commercial Advertiser, New York, states that President Thorne of the Delaware Valley & Kingston R. R.—the projected new coal road—says that the reports that that scheme has been abandoned are not true. The construction of the road, he declares, will be proceeded with as soon as certain features of the pending litigation are disposed of.

The Marietta, Columbus & Cleveland R. R. Co. is a new corporation, the capital stock being \$250,000. It is intended to utilize the road largely for the purpose of hauling coal from the southern Ohio mines to the lake ports. It is said that the gentlemen interested in the movement have the means to carry it to a successful issue.

It is uncertain when the Pittsburg & Ohio Coal Co.'s mines, south of Bellaire, will be resumed, as there is such a difference of opinion between the operators and deputy mine inspector as to cause an appeal to the state mine inspector. They want to work their mine on two shifts until the air shaft can be completed, but this will not be allowed by the deputy.

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SOUTHERN COAL AND COKE NOTES.

It is reported that Davis & Elkins have bought 14,000 acres of coal land in West Virginia.

The New River & Kanawha Coal Co. is a new corporation, with \$250,000 capital, at Charleston, W. Va.

The Stone Wall Coal & Coke Co., Grandview, W. Va., is a new corporation, with \$50,000 capital, with power to increase to \$500,000.

Alabama coal miners expect an advance of not less than 2½ cents a ton, and it may be 5 cents a ton. Their wages are based on the selling price of pig iron.

T. W. Fleming, Fairmont, W. Va., has purchased 150 acres of coal land a few miles west of this city, along the main line of the B. & O. The price paid was \$75 per acre.

The Imperial Coal Co., Knox County, Tennessee, is a new corporation, with \$5,000 capital. Incorporators: W. E. Tansil, C. C. Underwood, R. Martin, Wirt Chamlen and G. T. Beard.

A new coal and coke works of large proportions is to be erected at Morgantown, W. Va., by Senator Elkins and others, on the line of the Morgantown & Kingswood R. R.

A New York syndicate just closed a deal for 15,000 acres of coal land near Berlin, in the Elk Lick region, ten miles north of Frostburg. The W. K. Niver Coal Co. is said to be interested in the deal.

An amendment to the charter of the Texas & Pacific Coal Co. has been filed at Austin, Texas. The amendment authorizes the company to manufacture brick and sewer pipe at Thurber, Texas.

The board of directors of the Lynchburg Coal & Coke Co. and the Eureka Coal & Coke Co. have elected Mr. Green H. Nowlin, of Lynchburg, Md., president, to succeed the late Capt. R. H. T. Adams.

The capital stock of the Texas & Pacific Coal Co., Thurber, Texas, has been increased from \$2,000,000 to \$2,500,000. The half million increase is to be expended in improvements and purchase of additional property.

The Durham Coal & Coke Co., Durham, Ga., has completed fifty new coke ovens and employed fifty experts to operate them. The company now operates 250 ovens, making coke that is regarded as almost equal to the famous Pocahontas product.

The Rapid Coaling & Transfer Co., Dover, Del., general wrecking business, etc., has been incorporated. Capital, \$30,000. Incorporators: G. F. Paterson, R. Ramsay, both of Baltimore County; H. G. Hilken, T. T. Boswell, both of Baltimore, Md.

Sixteen miles from Graham, Tex., and at a depth of less than 100 feet, coal is found in unlimited quantities, the vein being between five and six feet thick. Ten miles north of that town the coal crops out and has been used for years by those who cared to dig it out. There being no railroad facilities, the mines have never been developed. The advent of a railroad into that vicinity will open up one of the largest coal mines in the state.

John M. Birch and W. M. Dunlap, Wheeling, W. Va., have secured 7,000 acres of the best coal land in that part of the state. The coal is to be developed at once for Western shipment.

A new Tennessee corporation, the Imperial Coal Co., Knox county, with \$10,000 capital stock, was chartered with the following incorporators: Ignatz Franz, E. Buffat, Otto A. Koehase, W. E. Aurin and R. H. Sansom.

Alfred Wood, of Frostburg, near Cumberland, Md., is superintending the opening of the new coal mines on the J. O. J. Greene property at Westernport. The coal, a six-foot vein, crops out on Westernport hill, high above the railroad.

By the end of the year coal will not be used on any of the locomotives in the state of California. All the engines are being now converted into oil burners.

A new electric coal convey has begun operations at the Lambert's Point, Md., piers, today. It conveys 50 tons of coal from a car to the hold of a ship in 12 minutes, which feat heretofore required 20 minutes to perform.

During 1899 the coal production for Iowa was 5,177,479 short tons with a value of \$6,397,338. This establishes a new high-water mark for coal production in Iowa, being the first year in which the volume of the product exceeded 5,000,000 tons.

November exports of coal and coke to foreign countries from Baltimore, Md., reached 36,631 tons of coal and 3,951 tons of coke. Of the nineteen vessels carrying the coal ten were United States bottoms, a record that had no equal during the previous ten months.

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(INCORPORATED.)

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VOL. 25. DECEMBER 22, 1900. No. 25.

MARKET REVIEW.

Much has been said since the transfer of the interests of the Pennsylvania Coal Co., to the Erie Railroad which was completed last week and which is now believed to be but the fore-runner of a still greater and closer alliance of the producing and carrying companies. This, it is understood will be brought about by the absorption by purchase of the larger individual operators' interests in the anthracite fields and so reduce ruinous competi-tion to a minimum. It would not be surprising, if after all the necessary changes and transfers have been made to find a consol-idation had been effected which will bring the control of this great industry under one central concern. Of course, it is not expected that this will be all brought about at once, as the inter-ests directly and indirectly affected are too diversified and ex-tended and of too great import. It will take time, but there is little doubt that it will be accomplished in due season, and when it is the dangerous competition of preceding years will be elimi-nated, a consummation to be wished for by all concerned.

Several thousand miners in the Wilkesbarre, Pa., district were out on strike the first of the week and others may be in-volved later. This will have the effect of materially reducing the output as it is a most serious strike in point of numbers and tonnage which has occurred since the ending of the general strike in October.

Anthracite coal moves slowly in the western states from first hands, and the receipts of more liberal quantities by rail have helped the situation considerably. It is getting into a better position generally and although there is a great shortage of dock coal at all lake ports, it is causing less anxiety than would be expected if the winter so far had been less open. Still it must be clear to the trade that with the greater proportion of cold weather yet to arrive there will come a demand for coal which will have to be met as best it can. Current demands and orders all through the west are fully as light as the inquiry. It is not expected that there will be any change in these conditions until snow and ice are more notable factors than they are just at pre-sent. Prices continue steady at circular because there is an entire absence of cause for concessions; while on chestnut, such has been the demand, larger than usual, that slight premiums have been paid for prompt delivery. Evidence is not wanting that the present freight rates on eastern roads, on western tonnage may continue as they are all through the coming year, and it is also quite apparent that the western lines are getting into closer touch with each other as in many instances notices cancelling special rates in effect January 1st, have been issued. This will unques-tionably affect certain coal contracts.

Bituminous coal feels the approach of the holiday season to a greater degree than anthracite, which together with the continued mildness of the weather, has reduced the demand to a minimum. The foregoing applies more generally in a local sense, because there has been a fair to moderately good business done among the country trade. To the northwest there will have to be a large tonnage of soft coal shipped to supply the deficiency caused by the shortage at upper lake points and ordinarily forwarded from thence. The output from the mines is still greater than the capa-city of the market to absorb, and while this continues low prices will naturally result. When contrasted with the conditions which ruled a year ago there is a marked difference—then the output was pushed to productive capacity and coal fetched a price. This stimulated mining, new shafts were sunk, and the latter half of the year witnessed an output for which there was no demand. In fact the production of 1899 would have been greater than the re-quirements of the trade. Eastern coal of all grades is in greater supply, and producers will have to gauge the markets more accu-rately if they would have fair prices.

Coke for present use is in greater supply than demand, and prices easy. Contract coke, on the other hand, is firmer and prices rule a little higher, though that is not saying much as com-pared with a year ago.

Our New York representative reports a continued active demand for anthracite and that the companies still find difficulty in supplying coal. The shipments from the mines to tide-water ports are as yet insufficient to relieve the strain despite the fact that the output is large and inland lake navigation closed. Hence there is little prospect of any stock accumulating at any eastern point for at least sixty days. Dealers have but little coal and are unable to increase the small stock they have, so that in the event of severe weather and storms they would be greatly embarrassed. Shippers are not looking for new business as at present they have no coal to spare and are content to take care of old customers as much as possible. The steam sizes continue firm and active. Trade in the east is brisk and arrivals there slower than the demand owing to the shortage of vessels and the high freight rate from New York. Soft coal on the Atlantic seaboard is in an easy condition as shoal water ports are filled up, thus releasing a large tonnage for miscellaneous distribution. At pre-sent there is a better demand than supply of the higher grades of bituminous coal, of the lower qualities there is an abundance. Shipments abroad are fair but by no means as heavy as during the late summer. Large freight carrying steam ships are being inquired for by a syndicate to carry coal to a certain European point, from whence it will be distributed as required. In the far east business is dull and the market disturbed by the presence of a number of cargoes which act as a menace to prices. Trade along the Sound continues large, and in New York harbor it is active, the demand having increased considerably during the past week, the colder weather acting as a stimulus. Transportation from mines to tide is fair. Car supply is irregular and varies from 50 per cent to 75 per cent of what is required. Coastwise vessels are scarce and charter rates high.

EASTERN OFFICE OF THE BLACK DIAMOND.
29 LIBERTY STREET, NEW YORK CITY.

DECEMBER 20, 1900.

NET F. O. B. PRICES NEW YORK SHIPPING PORTS.

	Broken.	Egg.	Stove.	Nut.
Companies Free Burning				
White Ash.....	\$3.75@4.00	\$4.25	\$4.50	\$4.50

STEAM SIZES.

Pea	\$ 3.00
Buckwheat	2.50
Rice	1.75@2.00

AVERAGE RETAIL PRICES.

White Ash	5.75
Pink Ash	6.00
Red Ash	6.25

There is no let-up in the demand in the anthracite market, and the producing interests still find difficulty in supplying the urgent requirements that are manifest at all points. Notwithstanding the large output of the mines and the closing of lake navigation, the shipments to tidewater points continue inadequate, and it is doubtful if much relief can be looked for for some time yet, as the shortage in the West, which is estimated at three quarters of a million tons will require large shipments all rail to that territory, and the fact that there are no stocks at any of the Eastern points, there is little chance of anyone accumulating any coal for the next sixty days. Dealers generally say they are working on low stocks and unable to get any coal ahead. In the event of bad weather, when the arrivals would be reduced from their present status, they feel considerable suffering would be felt where the pressure is particularly great for coal buyers are offering premiums for spot cargoes, but few transactions are made on this basis, as shippers generally are dividing up their tonnage among their various customers in such a way as to give all a fair proportion of the coal coming forward, and are not even looking for any new business while they are loaded up on old orders. The shortage applies to practically all sizes, though stove coal, and in some instances nut, are in greater demand than the others, and no one is able to fill all the business offered on these coals. The steam sizes continue firm, and there seems to be little hope of accumulating anything to draw on during the winter months. Trade eastward is very active, and the only difficulty is in getting enough coal to meet the daily needs of the consumer. Coal is reported as arriving only in moderate quantities and the future is uncertain. Prices are well maintained, and advances over circular prices are readily offered when prompt delivery can be made. Shipments to the East have also been hampered somewhat by the shortage of vessels and the high coastwise freight from New York, the rates from this point being practically about the same as those quoted from Philadelphia.

The Atlantic seaboard soft coal trade is generally more easy. All the producers have practically cleaned up all the coal that is going to shoal-water ports, which will allow them to concentrate their efforts upon a smaller number of consumers. There is a plentiful supply at all points of the lower grades of coal, but the demand for the higher grades is still large, and in some instances these better grade producers are suffering. There are continued shipments being made abroad, though the demand is somewhat reduced from what it was. There have been circulars sent around to the trade looking towards the purchase of some very large steamers to transport coal from various United States ports to a distributing point abroad, thereby getting the advantage of a very much reduced trans-Atlantic freight. This may be taken up by one or two parties, but it is doubtful. The general trade, however, is not giving it much attention beyond the noting of the proposed enterprise, it being on lines accepted by the trade as a method of keeping this foreign business.

Trade in the far East is dull, and there are quite a number of cargoes on the market there, which is injuring same to some extent, and it is believed that some of the consumers of the better grades of coal are putting in the cheaper coals to take their places when the shipments have been delayed for some time. Coal on some of the old contracts is still shipped to this point and there is still considerable coal to go there in this way. Along the Sound the demand is still very large on the better coals, and they are to put in sufficient of the lower grades to fill their needs, but there is much turning and twisting from one coal to another to supply consumers with the better grades. Trade in New York harbor is quite active, the demand having increased apparently about the same time that shipments on old orders were due and called for. This, it is supposed, and the cold weather, has had its effect also in giving this market a stimulus. However, there is plenty of the lower grades to be had, where the consumer will use them. All rail trade is taking a large amount of coal.

Transportation from mines to tide is fairly regular, though not up to the best. Car supply is irregular and not to be counted upon from one day to another. It varies from 50 to 75 per cent of what is wanted, except to favorites.

In the coastwise vessel market vessels generally are in poor supply. New York harbor sailing freights are high and vessels scarce. We quote current rates of freights from Philadelphia as follows: To Boston, Salem and Portland, 70-75c; Providence, New Bedford, 65c; Wareham and Lynn, 85-90c; Newburyport, 1.00-1.10; Portsmouth, 75-80c. The further lower ports are about 10c above these rates.

Prices on soft coal f. o. b. the various shipping ports are quoted as follows: Norfolk and Newport News, \$2.50-2.75; Baltimore and Philadelphia, \$2.25-2.50 on the cheaper grades, and \$2.50-2.90 on the better grades. New York harbor, \$2.50-2.75 on the cheaper grades, and \$2.75-3.00 on the better grades of coal. Alongside price, \$2.65-3.00 on Clearfield and \$3.05-3.25 on the better grades.

WHEELING, W. VA.

DECEMBER 20, 1900.

The activity in coal lands continues unabated, and indicates the extent of the interest of capital in the present and prospective coal production of West Virginia. The state mine inspector, who is the state's statistical officer on mine affairs, asserts that West Virginia will rank second this year among the coal producing states, and there is ample reason for believing that he speaks not with an unguarded tongue. The rate at which persons who have the means for making developments are buying coal land gives assurance that if West Virginia is not second this year it will be before many years. Three big deals of importance, not only because of the amounts of money involved, but because of what they promise as well, have been closed this week. The first of these in point of importance was the payment of \$181,953.76 to thirty-six individual land owners for an aggregate of 6,250 acres of coal land in this (Ohio) county. The land was bought by W. M. Dunlap, of this city, who represents a syndicate of Pennsylvanians, headed by Colonel J. V. Thompson, of Uniontown, Pa. The coal purchased all has a frontage on the Ohio river, and the various individual tracts lie so contiguous as to make practically one block. They are underlaid throughout with the No. 8 Pittsburg coal seam, averaging about five feet and a half in thickness, and of uniform good quality. The physical location and character of the tract is perfect. A single opening will not only allow all the coal to be taken out, but will at the same time drain it all. The coal fronting on the Ohio river makes it possible to load barges for lower river markets at a point over 100 miles nearer those markets than the coal now shipped thence by the western Pennsylvania operators. Furthermore, the government has already begun building a dam in the Ohio river at Wheeling, which will give a slackwater pool six feet in depth during the whole year, along the front of the coal lands just bought. That an extensive development of Ohio county coal is contemplated is proven by the fact that Mr. Dunlap has already taken options upon 3,000 acres more coal in this county, lying along the line of the Baltimore & Ohio railroad. This coal is of the same quality as that referred to above, and is splendidly situated for shipment to the Western markets by rail.

Another big transaction was the sale, by ex-Senator Johnson N. Camden, of Parkersburg, of 14,000 acres of coal and timber land lying in Randolph and Webster counties to E. A. Beekley, of New Haven, Conn. The price paid was an even \$100,000. The sale carries with it plans for the building of a railroad to develop the lands and bring out the coal. The coal lies along branches of Elk river and is easily accessible. Mr. Beekley is understood to represent a syndicate that stands ready to spend \$150,000 in the development of the coal underlying the land.

But, perhaps the most important transfer of coal property of the week was that made today. It is not so important in the matter of cash changing hands nor does it indicate as much in the way of development possibilities, but it does show the tendency of coal operators in other sections to get something in West Virginia on which to base production. Operators generally in the districts that compete with West Virginia recognize the futility of hoping that the miners in this state can be brought into the United Mine Workers and not a few of them recognize the advantage at which the West Virginia operators are placed. Today the Hocking Valley Coal Co., of Ohio, purchased, through its agent, C. F. Evans, of Fairmont, the Riverside mines, a few miles above Fairmont. The Riverside mines belong to H. G. Bowles, Dr. A. H. Kunst and others interested in the Monongahela River railroad. The purchasers do not tell the price paid, but it is given out that the plant is to be greatly improved and operated on a much more extensive scale than heretofore. The coal is the same as that generally mined in the Fairmont region, and is well known in the market.

In the Federal court, at Charleston, the mandamus proceedings of W. H. Coffman against the Norfolk & Western railroad, was begun today. This is a suit to compel the railroad to furnish plaintiff with cars sufficient to ship 2,000 tons of coal from Indian Ridge mines to Lambert's Point, there to be reshipped by steamer to Mexico by December 24. Plaintiff claims that from December 11 to December 17 he was furnished with but three cars, while other shippers were furnished with all the cars they needed. A strong array of counsel appears in the case, and great interest is shown in the outcome. It was unfinished at the time of adjournment.

Operations in all the districts of West Virginia the past week have been on the usual large scale. Everything is working up to capacity, and scarcity of cars is the only drawback to trade. Prosperity is the condition throughout West Virginia, and there is no room for doubt that it will continue with the opening of the new century.

SAN FRANCISCO, CAL.

DECEMBER 12, 1900.

Since the Mariposa left the following coal laden vessels have arrived from Australia, viz.: Invercoe, 2,300 tons; Drumburton, 2,963 tons; Thistlebank, 3,670 tons; total, 8,933 tons. Since the Newcastle product has lost its local prestige here, on account of the shrinkage in its shipments, and its high cost delivered here, in all contracts now made for future fuel by our large consumers, colonial coal is entirely eliminated. Of course there will be a limited demand annually for Newcastle coal, as it is preferred by some to the Northern fuel, even at enhanced prices, although the present existing difference is large. The local call for coal at Newcastle and Sydney is now so brisk that but little attention is given to this market, as the product of the principal collieries is sold into the middle of 1901. British Columbia and Washington are keeping us generously supplied, so that there will be no danger of a scarcity this winter of either steam or domestic grades. There is a marked difference in the asking prices of these, as the producers of the best qualities of house fuel are limited in numbers, and they do not overload the market with their output, hence values are well sustained. Next year crude oil will be delivered here in large quantities, and competition will be so sharp that low figures must prevail. Where fuel figures largely in the monthly expenses of some of our factories, oil will necessarily come to their rescue, and will cause the reopening of a large number of others.

CHICAGO MARKET.

The last vessels coal laden were received early this week at Chicago, which ends the receipts for this season. Some of the companies have not received within a third of the tonnage taken over their docks last year. At Milwaukee the receipts of anthracite were upwards of three hundred thousand tons less than in 1899, though this is partially offset by the increase in the receipts of bituminous coal, the tonnage of which is about the same as the decrease in the hard variety.

Anthracite coal is not only dull, and consequently uninteresting as regards new business, but even on old orders there is much less urgency as regards delivery. One does not have to be a prophet or the son of one to discover the why and the wherefore of this inactivity, the primary cause is the weather, which is and has been very mild and unseasonable, and another reason is the approach of the holidays—now practically here. The dearth of new business is about such as described by a prominent sales agent, who remarked that the trade had been raked over as with a fine-tooth comb and the result practically nothing. He further remarked that a seeker after orders for anthracite would have about the same luck as Diogenes had when looking for an honest man, with a lighted lantern. Since October there has not been to exceed ten days of good coal consuming weather, hence buying has been very quiet, and will be until there is a radical climatic change. Retail coal has been equally light and spiritless, and as one large dealer remarked: "You will have to seek elsewhere if it's volume of business you are after, we have none of it with this mild temperature. Our horses are not earning the oats they eat."

Bituminous coal is equally dull and unsatisfactory generally, though some producers claim to be away behind on their shipments because they cannot get foreign cars in sufficient quantities to fill their orders. At least one of the north and south lines is responsible for this queer state of affairs, as it will not permit its coal cars to leave its system, and it is not rabidly anxious to haul foreign empties to the mines on its road. With this exception—a notable one—there is little of credit to be said of the soft coal trade at this center, and as to the market, there is little of it left. The situation is remarkable and in very strong contrast to the conditions which prevailed a year ago, when prices were almost what the shipper asked, while today it is what the buyer wants to give. With regard to outside buying, it is very little better for either commercial or steam trade. Steam coal is in quiet demand, and the usual holiday shut-down of industrial plants will still further emphasize it. Eastern coal of all varieties is in better supply, and with the lake shipments shut off, there will soon be a superabundance, though the holiday season will cut down the production considerably.

Foundry coke for all kinds of metallurgical operations is in fair demand as regards contracts, but for current use sales are of small proportions. Prices are no stronger than they have been on coke for present consumption.

CINCINNATI, O.

DECEMBER 20, 1900.

The general tone of this market just now is very firm. The demand for coal, however, is not great, due, perhaps, to the unseasonably warm weather of the entire fall. The wholesale market is in good shape for the winter, as the recent rises in the river have permitted large shipments of coal from the producing points to this and other markets. The railroads, too, are now in better shape, seemingly, to furnish cars for immediate shipments, and on the whole the market is quite normal. The river people are getting 7½ cents a bushel for both Pittsburg and Kanawha lump coal, and 5 to 5½ cents a bushel for nut and slack afloat in barges. Wholesale rail coal costs from \$2.30 to \$2.50 a ton for lump on sidings here, while nut and slack brings \$1.40 to \$1.50 a ton. Retail, all grades of soft coal sell for \$2.75 and \$3.00 a ton, delivered. Nut and slack, delivered to factories, is worth \$1.80 to \$1.85. Anthracite sells for \$6.75 and \$7.00, delivered.

NEW HAVEN, CONN.

DECEMBER 20, 1900.

The great demand for anthracite coal for domestic purposes due to the recent cold weather has depleted stocks in this vicinity and inland places to a point to cause anxiety in regard to the immediate future, should the weather continue cold.

Although shipments have been large, still in some of the inland places stocks are nearly exhausted, and consequent urging for additional coal which cannot be sent at once. And to add to the perplexity of inadequate shipments of f. o. b. coal, the filling of all-rail orders for inland points are not nearly in volume for requirements, consequently the selling agents of the large coal producing companies in New York and the wholesale dealers here are not happy over the constant importuning, demands and urgings for more coal at once, which cannot for the moment be quickly obtained.

Bituminous coal is in good supply for all requirements and at variable figures, according to the minings. We are expecting that Western shipments will soon decrease to such an extent that additional tonnage may come to tide, which will be readily absorbed for some time to come.

PHILADELPHIA, PA.

DECEMBER 20, 1900.

The anthracite coal trade shows an active demand. Indeed, larger than can be conveniently taken care of, and the constant importuning of the dealer for coal is a source of worry to most shippers. On the other hand, dealers and consumers have reasons to be anxious at the present situation, as there are no stocks of coal at any point and, with most yards having but sufficient supplies to meet their wants from day to day, they realize that a continued spell of cold or stormy weather would greatly embarrass them, and may put them out of business for the want of coal to deliver. Prices naturally are very firm and no changes are looked for while the present stringent condition exists, and which is likely to prevail for some months yet, as notwithstanding the large output the market is still some millions of tons behind which with a full production of the mines will take at least two months to catch up on. The companies all report that they have enough business on hand to keep them busy for the next three to four weeks and are not inclined to obligate themselves any further beyond this time, and are turning down orders daily in consequence. Western shipments via the lakes are now closed, though the small increased tonnage to tidewater points have not been felt to any perceptible degree as yet, due, it is thought, largely to the filling of urgent all-rail orders. Stove coal seems to be in greatest demand, and there does not seem to be enough of it anywhere to make up a full cargo and shippers are obliged to substitute other sizes to fill out with. The other sizes, while strong, are not quite as scarce as stove coal. Steam sizes continue active and hard to get, there being no stocks of this coal anywhere.

In the soft coal trade conditions seem to be a little easier generally, though the supply of the higher grades are reported as still being from three to four weeks behind on their orders. The lower grades are a little more plentiful than they were, though are having no effect upon the market except in the far East, where prices have dropped off to some extent, due to the large arrivals of coal there during the past weeks. It is thought, however, that this is only temporary, as the market is by no means stocked with coal and can readily absorb all the shipments made for some time to come, and the only effect of these spurts of shipments into any one territory is to retard the demand for a few days in the hope that a dilatory policy may benefit them in a reduction in price. Shoal water ports are now practically all filled up and closed with ice, which is helping the other consuming territories. All-rail shipments are large, consumers taking all the better grades of coal they can get and filling in with the poorer grades.

Transportation from mines to tide is irregular, though somewhat better than it was. Car supply is short and uncertain, running from 50 to 75 per cent of the requirements. In the coastwise vessel market vessels are scarce, many of the larger vessels having gone on to off-shore business, while the smaller craft are tied up for the winter. We quote current rates of freight as follows: To Boston, Salem and Portland, 70-75c; Sound ports, 65c; Wareham and Lynn, 85-90c; Newburyport, \$1.00-1.10; Portsmouth, 75-80c.

BOSTON, MASS.

DECEMBER 19, 1900.

Demand for anthracite continues brisk, while arrivals are moderate and dealers are unable to get their wants met. So far there has been no suffering for supplies, but dealers are anxious to get some coal ahead in case storms should retard arrivals. Company agents are full of orders and not inclined to book more until they are able to get more certain deliveries than they can at present. On account of the close of inland lake navigation, shipments to the West from the mines have fallen off, but the amount available for the East is yet small, and bad weather that would increase the trouble of navigation would make the scarcity of hard coal felt.

Sales agents are yet quoting about \$5.10 alongside for cargoes of stove coal, and \$4.85 for egg, but they do not want any business until they get more nearly caught up on orders already booked. Available cargoes would command a premium over these figures from dealers whose stocks have become reduced. Pocket prices continue nominal at about \$5.50 f. o. b. cars for stove and \$5.25 for egg sizes, where the coal is available, but dealers yet have but little coal to offer in this way, and bids as high as \$6.00 for stove have been refused this week, owing to lack of coal to sell. Retailers continue to do a steady business and this trade is now getting some new coal. There is no prospect of lower prices until spring at least, from present outlook. Stove, delivered, is yet quoted at \$6.25 per ton; chestnut, \$6.50; egg, \$6.00; furnace, \$5.75; pea, \$5.00; Shamokin, \$6.50; Franklin, \$7.75.

There is no change in the market for bituminous coal, available supplies being liberal, and the tone quiet. Owing to the anthracite scarcity during the strike, much more bituminous than usual was brought forward, thus fully supplying the market. Georges Creek coal is quoted at \$2.50-2.60 per ton in Philadelphia, and \$2.50 at Baltimore, with Clearfield at \$2.40-2.50. Philadelphia and New York, \$2.75, while New River coal commands \$2.50-2.60 at Newport News, and Pocahontas \$2.50-2.60 at Norfolk. Freight rates continue at 85 cents from Baltimore, 75 cents from Newport News and Norfolk, 70 cents from Philadelphia, and 65 cents from New York.

The receipts of domestic anthracite and bituminous coal in this port the past week and since January 1 this year, compared with the same time the previous year, have been:

—1900—		—1899—	
Week.	Year.	Week.	Year.
Anthracite	29,013	20,598	2,097,933
Bituminous	45,553	22,550	1,056,517

Tennessee's coal production has exhibited an uninterrupted increase since 1893, the output in 1889 being a little more than 10 per cent larger than that of 1898 output.

Rate to Norfolk 1910 = 1.40

BALTIMORE, MD.

DECEMBER 20, 1900.

No change of note in vessel rate since last report. Baltimore to Bangor, \$1.05; Bath, Me., 95c; Portland and Boston, 75-80c; Portsmouth, N. H., 85-90c; New Haven, 70-75c; New York, 70c; Galveston, \$1.50; Jacksonville, \$1.25; Savannah, 90c; Port Royal, S. C., \$1.25; Charleston, \$1.15; Wilmington, N. C., \$1; Velasco, Tex., \$2; Tampico, Mexico (coal), \$3.25; Vera Cruz, \$3; Key West, \$2.

Coal Charters Since Last Report—Schooner Governor Ames, Baltimore to Boston, 80c; schooner J. B. Coyle, Baltimore to Barbadoes, \$2.67½; schooner Henry O. Barrett, Baltimore to Boston, 75c; schooner W. E. & W. L. Tuck, Baltimore to Boston, 85c; barge Brandywine, Baltimore to New York, 75c; schooner S. B. Marts, Baltimore to Charleston, \$1.15; schooner Mount Hope, Baltimore to Boston, 85c; barge General Knox, Baltimore to New York, 70c.

MILWAUKEE, WIS.

DECEMBER 19, 1900.

The following are the receipts of anthracite and bituminous coal by vessel at Milwaukee, also the figures for the four previous years:

	Anthracite.	Bituminous.	Total.
Receipts for season 1900.....	611,930	1,019,078	1,631,008
Receipts for season 1899.....	918,079	849,205	1,767,284
Receipts for season 1898.....	760,618	826,028	1,586,646
Receipts for season 1897.....	645,884	845,004	1,490,888
Receipts for season 1896.....	814,246	666,933	1,481,179

PITTSBURG, PA.

DECEMBER 20, 1900.

A scarcity of cars is reported by some of the independent mining concerns, but the Pittsburgh Coal Co. does not seem to be bothered in this respect, principally because of its own large equipment.

Despite the strike of the river engineers, the Monongahela River Consolidated Co. was able to send out fully 20,000,000 bushels of the 30,000,000 bushels loaded. The shipments this week was all boat coal destined for the New Orleans market. A coal boat contains 25,000 bushels, and barges that are used for the Cincinnati and Louisville trade hold but 12,000 bushels. The lighter craft were the first to get away. The returning towboats brought back enough empties to keep the river miners busy for several months, and there is a general resumption of operations at the river mines. Fully 10,000 diggers are now employed, the majority of whom have been idle since mid-summer.

A syndicate composed of Rev. Campbell Jones, of Waynesburg, T. F. Kelly, of Uniontown; Hillman & Sons, of Pittsburgh, and John S. Danley, has purchased the coal under 11,000 acres of coal land in Washington county, on the Baltimore & Ohio railroad, near Clayville. The price paid was \$20 an acre.

William B. Scaffé & Sons, of this city, are constructing a steel frame extension for one of the boiler houses of the Pittsburgh Coal Co., at Hazeltine, Pa. They also have the contract for a steel frame trestle and other structural steel work for the Pennsylvania Mining Co., to be erected near Carnegie, Pa.

SEATTLE, WASH.

DECEMBER 17, 1900.

The greatly increased demand locally affected the vessel shipments of coal during October, which were, according to the harbor master's report, 37,390 tons, valued at \$111,870, and a decrease of nearly 9,000 tons as compared with the preceding month.

The situation on the Pacific coast in regard to the conditions surrounding the coal trade is peculiar at present, and at times decidedly inconvenient to marine men. The port of Seattle is shipping large quantities of coal to San Francisco, notwithstanding which, San Francisco must go even to Asia for fuel. Meantime, in Seattle, itself a coal mart, there is most of the time a condition of affairs that if it be not a coal famine is certainly much akin to one. There are often times when vessels on regular runs have the greatest difficulty in procuring the fuel necessary to make their trip. It has even occurred that Sound steamers have laid over for one voyage on account of the impossibility to procure coal. Much the same condition prevails at every port on the coast and will continue so indefinitely until the opening of new fields or the greater development of the mines now in operation relieves the situation and in doing so gives impetus to the shipping industry. The lack of bunker capacity will soon be a thing of the past and, within the next thirty days, it will be doubled. In that time the new bunkers of the Roslyn Coal Co. will be completed. The Pacific Coast Co. is also to erect new bunkers shortly.

The new coal mines now being opened west of the mountains will, according to reliable authority, within two years' time, produce an output nearly equal to that of the entire state at present and this will come, nearly all of it, to the Pacific coast—the Roslyn Coal Co. and the Seattle & San Francisco Railway & Navigation Co. bunkers at Seattle.

A black diamond is the only substance that will not be ground away by contact with the emery surface.

The stock of the Pennsylvania Coal Co. jumped 20 per cent, or from \$500 to 600, in half an hour on the New York Exchange, and during the day sold at \$625, owing to a rumor, said to be true, that the Erie R. R. had secured control. The capital stock of the company is \$5,000,000, which at \$500 a share—it sold at \$400 a week or so ago—represents a valuation of \$25,000,000, and at \$625 the valuation is \$30,250,000. Coal properties under present conditions do not enhance \$11,250,000 in value in a fortnight or so unless some development of great importance is being planned.

IMPORTANT ANNOUNCEMENT.

Being desirous of furnishing to its subscribers as comprehensive a weekly record of the activity in the coal world as possible, THE BLACK DIAMOND has appointed as its Eastern traveling correspondent a journalist of many years' experience, who may be relied upon to furnish a weekly news budget which will not be merely interesting, but moreover a necessity to every wide-awake coal dealer. As the interest in the doings of the New England trade commands particular notice, special attention will be devoted to this field in the future. His letter, from New Haven, Conn., a very important coal center, will be found in this issue.

PROJECTED DELAWARE VALLEY & KINGSTON R. R. KILLED.

The following circulars have been issued, and explain themselves:

NEW YORK, December 13, 1900.

To the Stockholders of the Pennsylvania Coal Co.:

The undersigned directors and stockholders of the Pennsylvania Coal Co. have received an offer from Messrs. J. P. Morgan & Co., to purchase their stock on the terms stated in the accompanying circular, signed by that firm. Deeming the offer advantageous, they have accepted the same, and sold all their stock to that firm.

The undersigned were unwilling to dispose of their stock unless Messrs. J. P. Morgan & Co. would also agree to purchase on the same terms the stock of all other stockholders which might be offered to them on January 15, 1901, or within thirty days thereafter, or within a short additional time, in the case of any stockholder who should be prevented by causes beyond his control from presenting his stock within the said period.

As stated in the circular issued by J. P. Morgan & Co., the sale of stock does not carry with it any interest in certain treasury assets of the company, which have been reserved for distribution as a dividend among the stockholders of record at the closing of the transfer books, on January 8, 1901, at 3 p. m. In the opinion of the undersigned, these assets have a value of at least \$10,000,000, equal to a dividend of at least 200 per cent, the equivalent of \$100 per share, which, added to the price of 552 per cent, equal to \$276 per share, to be paid by Messrs. J. P. Morgan & Co., would make the aggregate amount to be received by the stockholders, on sale of their stock, at least 752 per cent, equal to \$376 per share, the par value of each share being only \$50. It is expected that the treasury assets of the company will be promptly liquidated, so that a dividend from a very large proportion of such assets will, in all probability, be distributed and paid through Messrs. J. P. Morgan & Co. simultaneously with the payment for shares sold and delivered to them; and the remaining assets will, as rapidly as they can be converted into cash, be paid over to the stockholders of record on January 8, 1901, at 3 p. m., as aforesaid.

The undersigned directors and stockholders strongly recommend the acceptance of the offer by the other stockholders.

Samuel Thorne, John W. Sterling, James N. Jarvie, William V. S. Thorne, John R. Platt, George G. Williams, George W. Quintard, Walter Ferguson, A. S. Hurlbutt, F. P. Olcott, Arbuckle Bros., C. F. Dieterich, New York Life Insurance & Trust Co., Laura A. Palmer, N. F. Palmer (trustee), David G. Leggett, George F. Dominick.

NEW YORK, December 10, 1900.

To the Stockholders of the Pennsylvania Coal Co.:

We have purchased a large amount of the stock of the Pennsylvania Coal Co., including all stock held by the directors and larger shareholders of the company. It is stipulated as a condition of such purchase that we shall offer to all other stockholders electing to avail themselves thereof, the opportunity to sell their stock to us on the same terms. This we are prepared to do.

Holders desiring to sell their stock must deliver valid certificates therefor, duly endorsed in blank and in lawful shape for transfer, at our office, 23 Wall street, in the city of New York, on January 15, 1901, or at any time within thirty days thereafter, and will receive cash therefor at the rate of 552 per cent, equal to \$276 per share, each share being of the par value of \$50.

Such sale carries no interest to us in certain treasury assets of the company, which have been reserved from sale and which are to be liquidated by the company and distributed as an extraordinary dividend to the shareholders of record on January 8, 1901, at 3 P. M.

In order that the stockholders may receive, contemporaneously with the sale of their stock, such portion of said dividend as may then have been declared, we have agreed to pay, for account of the company, simultaneously with the purchase of the stock, any dividend out of such treasury assets which previously shall have been declared and paid over to us in cash for distribution to the shareholders.

J. P. MORGAN & Co.

In this connection it will be remembered by our readers that early in the year the old unused canal of the Delaware & Hudson Co., from Hawley to Kingston, was sold for \$450,000 to the projectors of the Delaware Valley & Kingston Railroad Co., and though there has been a good deal said about building the road, it has not received credence in these columns, and this simply because it would have been too serious a menace to the greater interests in the anthracite coal fields. The contracts of the individual anthracite operators to sell their product to the Pennsylvania Coal Co., on behalf of the railroad, were returned to them in New York this week, thus ending the matter completely.

The recent cold snap in Montana developed the great shortage of coal in all parts of the state. The citizens of Miles City are anxiously awaiting the freezing of the Yellowstone so that the coal for domestic purposes may be hauled across. Their coal is a brownish colored lignite of poor quality, but the use of it is preferable to freezing to death. Even in Billings, so near to the Carbon county coal measures, dealers cannot fully supply their customers.

ON THE WING.

To all its friends, patrons and readers THE BLACK DIAMOND wishes a Merry Christmas.

Mr. Horace Clark Jr., Peoria, was calling upon his many Chicago friends this week.

The averages on free burning nut and stove coal f. o. b. New York during the month of November was \$4.43 a ton.

Mr. David J. Levi, Scranton, Pa., Delaware & Hudson Co., was in Chicago this week visiting friends among the coal trade.

The Fairview Coal Mining Co., of Philadelphia, is a new concern which has been chartered during the week with a capital of \$500,000.

The attention of our readers is called to the lake receipts of anthracite and bituminous coal at Milwaukee, Wis., which will be found reported on our market pages.

Mr. David J. Levi, Scranton, Pa., accountant of the Delaware & Hudson Co., is in Chicago this week, making himself generally pleasant to his friends and acquaintances.

Mr. F. A. Coleman, Rome, N. Y., has been appointed superintendent of the Valley Coal & Coke Co., Bellington, W. Va., and will commence his duties there in January, 1901.

The following out-of-town men in the coal trade were Chicago visitors this week: Messrs. Fred Dilg, Morton Grove; D. H. Franzen, Shermerville, and W. J. Griffin, Paw Paw, Ill.

The new five-masted schooner Louise B. Crary, recently built at Bath, Me., has gone to Baltimore on her initial voyage and will take on her first cargo, of 3,700 tons of coal, for Boston.

Mr. A. O. Tandy, Monadnock block, Chicago manager of the Island Coal Co., is now the proud father of a boy baby, born on Monday, December 17, 1900. Hearty congratulations are extended.

Mr. C. A. Shackford, assistant engineer for Riggs & Sherman, who have the reconstruction of the Chicago coal docks of S. C. Schenck, of Toledo, has taken full charge of the work in the Garden City.

Mr. F. P. Loomis, Omaha, Neb., visited Chicago this week en route to Cleveland to spend Christmas, and made a pleasant call at the offices of THE BLACK DIAMOND. Mr. Loomis was accompanied by his wife.

The steamship Panther, which arrived from Lake Erie, December 19, was the last boat to enter the port of Chicago carrying anthracite coal. It carried 2,100 tons, consigned to the Philadelphia & Reading Coal & Iron Co.

Mr. H. H. Taylor, 355 Dearborn street, Chicago, agent B. Uhrig Fuel Co., Milwaukee, Wis., says: "Our receipts of all coal via the lake at the Cream City were 534,212 tons, more than double those of any other single company."

A Philadelphia correspondent writes: "Inquiries for large quantities of coal are still arriving from France and Italy, though the actual tonnage of orders placed is small, owing to the existing high charter rates to Mediterranean ports.

The Sheboygan Coal Co., Sheboygan, Wis., will make extensive improvements on its docks, which were nearly destroyed by fire some time ago. The water frontage will be almost entirely reconstructed and the capacity for unloading boats greatly increased.

The large and growing business of the Washington Coal & Coke Co., Pittsburg, Pa., has necessitated the appointment of a representative to travel among the trade, and to fill this want Mr. H. R. Hyndman has been appointed assistant sales agent.

A correspondent at Hazleton, Pa., reports that the Lehigh Valley railroad, last week, was hauling water to Jeddo, and the Delaware, Schuylkill & Susquehanna put a water train into service to supply the collieries of Cox & Co., on account of the shortage.

Captain Fremont Stokes has been appointed superintendent of the Butler and Fernwood mines of the Hillside Coal & Iron Co., purchased last week from the Butler Mine Co., of Pittston. Mr. Stokes has been in the employ of the Hillside Co. for many years, at Scranton, Pa.

During the last few days of navigation the docks at Milwaukee received 47,526 tons of coal—bituminous, 32,026 tons, and anthracite, 15,500 tons. The steamship H. W. Oliver carried 7,002 tons for the B. Uhrig Fuel Co., the largest cargo of bituminous ever carried into that port.

At a meeting of the Individual operators in New York on Tuesday a proposition regarding the disposal of their coal and the new 65 per cent contracts was considered and favorably entertained and it is thought matters to put this into effect will come to an issue in a few weeks.

The Slade-Hopkins mining machine, manufactured by the Erie City Iron Works, Erie, Pa., is especially adaptable to the profitable working of thin veins, being the shortest and lowest thin-vein machine made. A picture of this machine will be found on page 777 of this journal.

Considerable damage was done to the works of the Brown Hoisting & Machinery Co., Cleveland, but, fortunately, the plans, blue prints, etc., which were of inestimable value, were saved. The pattern shop and store room was also saved, which will enable the company to start afresh at an early date.

The purchase, by J. P. Morgan & Co., New York, of the stock of the Pennsylvania Coal Co., in the interest of the Erie railroad, is looked upon in anthracite circles as merely incidental and preliminary to a still closer and greater alliance between the anthracite coal producing and carrying corporations.

George G. Hadley, formerly of Toledo, now of New York, was in Chicago for a few days this week on his way home. At present he is largely interested in West Virginia coal lands, and expects, on his return to New York, to close a contract for a million tons of his coal for export during 1901.

It is now generally recognized that one of the best, if not the best, indexes of the business of the country is the general activity in the car movement over the leading railroad lines. This movement, since December 1, has been noticeably brisk on all Eastern trunk lines, and coal has been an important factor.

The John A. Mead Mfg. Co., of New York, was awarded the contract by the United States Government to put in a conveying and elevating plant at Frenchman's Bay, Me. The work on same will commence at once. The firm was also awarded the contract of the Printing and Engraving Building at Washington, D. C.

Mr. C. A. Cruickshank, Hannibal, Mo., a member of the firm of the Cruickshank Lumber & Coal Co., was in Chicago last week, calling around among the trade. This firm has just issued a bright and newsy circular to the trade in Wisconsin, Kansas, Nebraska and Iowa. Those failing to receive it should write for one.

A cablegram from London to the Chicago Tribune says: Joseph Knight, an engineer on a Holyhead & Kingstown packet, claims to have invented a method of utilizing air to supersede coal as a source of motive power. This invention is being investigated by the admiralty. The readiness with which the admiralty took up his invention leads many people to believe it genuine.

The Trenton Iron Co., Trenton, N. J., manufacturers of wire and wire rope, are issuing, with their compliments, a neat calendar vest-pocket memorandum book, which is neatly bound in sealskin, with the imprint of the firm stamped in gold on the cover. Mr. H. N. Elmer, manager of the Chicago office in the Monadnock block, has the thanks of THE BLACK DIAMOND for copies.

Last week the barge Caurentiuno cleared from Philadelphia for Manzanilla with 150 tons of bituminous coal. She will be towed to Cuba by the Norwegian steamer Transit, which carries 1,600 tons soft coal and 200 tons Alexandria bituminous gas coal for Cienfuegos. South American shipments have been a little more active of late, and it is understood this will keep up for some time. The British steamer Starlight cleared on the 13th with 3,227 tons of coal for Montevideo. Three American schooners also cleared on the same date for foreign ports. They were Ann Louise Lockwood, with 520 tons of anthracite and Manuel R. Cuza with 425 tons of anthracite, both for St. Johns, N. B., and Thallium for New Amsterdam, British Guiana, with 997 tons of bituminous.

At a meeting of the directors of the Flemington Coal & Coke Co., in New York, this week, the following change is reported in the personnel of the company. Mr. Joseph T. Redding, president, and Mr. S. L. Simpson, vice-president and general manager, tendered their resignations. In their places Mr. George Clinton Gardner was elected president and general manager.

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Col. John McGraw, who was seen among his friends in New York the other day, says that he again intends to enter the coal arena. Col. McGraw, since the sale of the Grafton coal properties to Weaver & Co., has been devoting his time largely to politics, but as he owns large tracts of coal lands in West Virginia he intends to devote considerable time to opening and developing those fields.

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Captain B. B. Inman, Duluth, Minn., proposes to build ice-crushing boats, with which it will be possible to keep navigation open on the lakes the year around. The proposed boats, each some 500 feet long, will not be simply ice-breakers. They will be constructed of iron, at a slight advance over the ordinary cost of similar sized craft, and will be able to do a general passenger and freight transportation business.

**

The Joseph Dixon Crucible Co., Jersey City, N. J., have issued a neat sixteen-page pamphlet, "Where the New Century Will Really Begin," by John Ritchie Jr., reproduced from the Ladies' Home Journal, which is very interesting, as it tells exactly in what part of the world the twentieth century commences its existence. The dawn of the new century commences at the Friendly Islands, in the Pacific ocean, and works gradually east from thence.

**

The mammoth calendar for 1901 of the A. E. Hostler Coal Co., miners and shippers of coal, is one of the few which is sure of a position in the coal man's office. It is 20x27 inches, and ready to be . Lrxzfilffixzfilxzfiflz ager A. E. Hostler gives prominence to the coal shipped and handled by his company, which includes all the leading varieties of Eastern coal and coke. It is handsomely printed, in two colors, and is ornamented with the trademark of the firm—a maltese cross.

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There has been incorporated at Harrisburg, Pa., on the 14th instant, the Cowanshannock Coal & Coke Co., of Yatesboro, Pa., to operate in Armstrong and Indiana Counties; capital, \$500,000. The incorporators are Adrian Iselin, Adrian Iselin, Jr., O. D. Iselin, Ernest Iselin, Rudolph Reiser and John H. Hocarb, of New York City; L. W. Robinson, Punxsutawney, George L. Eaton, George H. Clune and John F. Dinkey, of Rochester; James Craig, of Yatesboro, and Bill Clark, of Brookville.

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Mr. John K. Kemmerer, son of L. S. Kemmerer, who has just returned from Washington after looking over his father's coal interests in that state, reports a very active condition. The firm of Whitney & Kemmerer purchased some time ago large tracts of soft coal lands in that state and at once opened up the properties, which are producing at the present time some 3,000 tons daily and which they further intend to increase, as the supply is entirely inadequate to the demand and prices ruling firm and high.

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Mr. John J. Hayes, miners' agent and shipper of coal and coke, Western Union building, Chicago, in addition to the monthly desk calendar for January and February, 1901, sends to his friends a very neat Christmas souvenir, consisting of a wreath of beautiful white pansies, delicately tinted. Two lines accompany it:

"May all true pleasures, all delights combine
To bless your Christmas, friend of Auld Lang Syne."

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The firm of J. & J. Obenberger, Milwaukee, Wis., report an unusual amount of work on hand and they have got to keep hustling to keep from falling behind in their orders. Mr. Joseph Obenberger is the pioneer coal-bucket maker of the Northwest, having been in the business for nearly twenty years, and he has made many improvements in automatic dumping buckets, both in the operation of the buckets and in their manufacture. In a future issue of this journal a biographic sketch of this well-known firm will be given.

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At the annual meeting of the Illinois Coal Operators' Association, held in Chicago, December 21, the following officers were chosen to serve for the ensuing year: President, O. L. Garrison; vice-president, J. A. Agee; secretary-treasurer, E. T. Bent, and recording secretary, C. L. Scroggs. Executive Committee—H. N. Taylor, A. L. Sweet, S. M. Dalzele, J. H. Goraghty, W. W. Keefer, Edward Brown, Lee Kincaid, D. G. Shumway, T. W. Lukins, Walter W. Puterbaugh, C. T. Parker, E. C. Donk, A. J. Marlhead, C. C. Davis, C. E. Hull, T. B. Eaton, T. S. Peabody, M. C. Wright, Isaac Wantling, Richard Newsom, G. W. Traor, Randolph Smith, William Smithers and George T. Cutts. O. L. Garrison, chairman executive committee.

Foreign trade is quiet and notwithstanding that freights are gradually declining there are few offers for vessels at any price. One large shipper attributes this lull to some extent to the fact that when the big demand was on some very poor grades of coal were shipped as standard American products. This naturally did not meet with much favor, and it will take some time to convince the foreign buyer that we have coal here equal to the foreign product and will be shipped when called for from the proper parties. Current rates of freight to Mediterranean ports are quoted at 15 to 16 shillings.

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The gross earnings of the Hocking Coal & Iron Co., Columbus, Ohio, operating thirty-seven mines, for the year ending March 31, 1900, were \$450,978. Net earnings were \$101,138; interest, taxes and insurance absorbed \$52,682, leaving a surplus for the year of \$49,078, a gain of \$69,000 over the previous year. For six months ending September 30, 1900, earnings increased \$36,618 over the corresponding time last year, with an increase in coal tonnage of 106,862 tons. Estimated net earnings for the year ending next March are \$150,000. The output of coal is estimated at from 600,000 to 700,000 tons.

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The Press, New York, prints the following nonsense, for which there is not the slightest foundation, in fact: "There is to be another coal strike next April and every coal miner in the United States will be called out. President Mitchell, of the United Mine Workers, and his lieutenants are working night and day to get all the men organized." There is at present absolutely nothing on which to make any such prediction, although it goes further and is in reality an assertion. President John Mitchell, of the United Mine Workers' Union, is not given to making statements of what he will or will not do months ahead; he is too astute and conservative a labor leader to make egregious mistakes of such nature.

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The large number of charters of fore and aft schooners made recently in the Atlantic seaboard trade as compared with demand for barges has raised the question whether the former means of transporting coal was not regaining its supremacy. This, however, is not likely to be the case, as recent developments would indicate that the carrying of freight by barges is still the cheaper method and a paying investment, and considerable development is looked for in this direction by a number of soft coal concerns who have up to now made use of schooners. The Slopts Coal Co., of Taunton, Mass., has ordered eight barges and an ocean going tug at Bath, Me. They will be used exclusively in the coal trade. The first one to be launched will have a carrying capacity of 3,000 tons.

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At the semi-annual meeting of the Retail Coal Dealers' Association of Illinois and Wisconsin, at Milwaukee, last week, the following changes were made necessary among the officers, owing to Mr. Delos Hull, Oak Park, Ill., having entered the wholesale trade: Vice-President R. C. Brown, Oshkosh, succeeds Mr. Hull as president; Mr. William Sanford, Freeport, Ill., one of the executive committee, becomes vice-president, succeeding Mr. Brown. Every officer and member of the executive committee was present: President Delos Hull, Vice-President R. C. Brown, Secretary F. E. Lukens, Chicago; Treasurer J. F. Harral, Aurora, Ill.; W. M. Sanford, Freeport, Ill.; Theodore Huber, Watertown; C. L. Marston, Appleton; John W. Adams, Peoria; H. B. Bartholomew, Batavia, Ill., and Frank Durkee, Lake Geneva. The officers and members were tendered a banquet at the Plankinton House by the wholesale coal trade of that city.

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The majority of the operators in the New River and Kanawha districts have merged their interests into a single organization under the name of the New River & Kanawha Coal Company. A charter to this effect was taken out at Charleston on Dec. 4. The paid in capital of company is \$200,000, with the privilege of increasing it to \$250,000. The subscribers include all the operators in the New River region except W. P. Rend, Maedonald Colliery Company, Sugar Creek Coal & Coke Company and the Benry interests, and all the Kanawha operators except Mt. Carbon, Winifrede and Belmont companies. The company is controlled by sixteen directors, though the actual management of the concern will devolve on the board of control, who will perform all the duties incident to an organization of this character and have the handling and selling of all the coal produced. The following officers were elected: J. Frederick Effinger, president; M. T. Davis, vice-president; J. R. Seal, secretary. The board of control consists of the president and two directors. M. T. Davis and Justus Collins, both of Charleston, were elected members of the board of control. S. G. Smith was appointed assistant to the president and will have all the detail in connection with marketing of the coal in hand. Mr. Smith was formerly vice-president of the C. & O. Coal & Coke Co., which position he resigned to take up the present one. He is now in New York and will make his headquarters at the Fifth Avenue Hotel until they take up their quarters here, which will be shortly after the first of the year.

The Elk Hill Coal & Iron Co. is the new name of the company under which will be operated the anthracite collieries which have been secured by the Ontario & Western Railroad Co. The names of them are: Johnson Coal Co., Dickson City; Mt. Pleasant Coal Co., Scranton; New York & Scranton Coal Co.; West Ridge Coal Co., Scranton; Blue Ridge Coal Co., Peckville; Forest Mining Co., and Raymond Coal Co., Archibald, Pa. These have a capacity of 2,000,000 tons annually. Quite a number of other independent collieries are under consideration.

The Coal Salesmen's Association of Chicago was formed for social purposes and in order to better the condition of the salesmen by insuring fair methods of selling and straight, honest competition. All anthracite and bituminous salesmen are eligible, whether in the city or country. "It is not the purpose of the organization to antagonize the interests of the coal firms of Chicago, as we are aware that our interests are identical and believe that we have the moral support of all the reputable concerns. We earnestly request your co-operation," is what the president says.

With the January number *Modern Culture* drops the old name, "Self-Culture," from its title page and cover and takes its rightful place among the leading literary magazines of the country. It will no longer be associated in the public mind with purely educational periodicals or with journals devoted to calisthenics. It has ceased to be a class publication and has become, in the broadest sense of the term, a magazine of culture—a magazine, that is to say, which aims to please and interest cultured people and to stimulate the thought of all its readers. Literature, art and science are represented in this number by such competent writers as the late Sidney Lanier, N. Hudson Moore and G. Seneca Jones; history and description by Raymond H. Arnot, Eugene Parsons, Ph. D., and Calvin Gale Horne.

The Wilkesbarre coal pier and pockets at New Haven, owned and operated by the New York, New Haven & Hartford Railroad, were completely destroyed by fire on the 17th instant. The loss is estimated at \$200,000. These piers, which were also fitted up with pockets, though somewhat antiquated, were of great importance to the railroad, as some four to five hundred thousand tons annually were taken over them, including about 100,000 tons of supply for the company themselves, and it is thought many of the consumers along the line of the road will be greatly inconvenienced by the loss. The piers were originally built for the Lehigh & Wilkes-Barre Coal Co., but they relinquished their lease some seventeen years ago. It is said new piers will be built at once on the most modern lines.

Not since the strike has there been such an urgent demand for coal as exists at the present time. The companies are simply swamped with orders and are able to provide for only a portion of the demand. They attribute this unusual activity to the recent cold spell, which has practically doubled the consumption, while the output cannot be increased over what they have been producing for the past month, hence the shortage of coal. In the East dealers are bidding on spot cargoes and readily pay fancy premiums where coal can be had, but in these times spot coal is a rara avis. Dealers under these conditions are obliged to peddle out their limited supplies in ton and half-ton lots in order to keep their customers going. This is practically the status at all points and grave fears are entertained of a coal famine in the event of a storm at an early date.

NEW COAL DISCOVERY IN ALASKA.

Our Seattle (Wash.) correspondent reports that: "Coal outcroppings have been traced seventeen miles along Chignik bay, 325 miles this side of Unimak pass, Alaska. Claims covering the best part of these vast deposits have been filed by miners employed by Thomas Magon. The manager of the Apollo gold mines, at Unga, says the veins uncovered to date are four and one-half, five, and nine feet thick, containing excellent lignite and bituminous coals. In the spring diamond drills will be employed to determine the depth and continuity of the deposits, and the development will commence on a large scale. The veins are situated near tidewater, and only five miles distant is a sheltered harbor, where steamers or sailing vessels can load in safety. The deposits are so large as to make certain a permanent supply for Alaskan towns."

VAST DEPOSITS OF COAL IN AUSTRALIA.

Coal deposits occur in all the Australian colonies, the principal ones being situated in New South Wales. The first deposits were discovered by Clark, in 1797, and the first coal was mined in Australia in 1824. Reliable authorities estimate Australia's coal deposits at about 80,000,000,000 tons. In 1899 the output amounted to 4,597,000 tons, valued at \$6,512,400. Up to the end of 1899 there had been mined in Australia 85,969,136 tons of coal. No less than 2,798,523 tons were exported last year, chiefly to the Island of Ceylon, to Hong Kong, India, Mauritius, New Guinea, Straits Settlements, Celebes, Chile, China, Cochin China, Ecuador, Hawaiian Islands, Japan, Java, Marshall Islands, Mexico, Mozambique, New Zealand, New Caledonia, Panama, Peru, Philippines, South Sea Islands and the Pacific coast of the United States. The coal quays of New South Wales extend now over a distance of two miles, and 28,000 tons can be loaded into the ships per day.

LABOR QUESTIONS DISCUSSED BY NATIONAL CIVIC FEDERATION.

On Monday, December 17, the National Civic Federation commenced its two days' sessions in Steinway Hall, Chicago, and arbitration and conciliation in the adjustment of differences between capital and labor were discussed in all their bearings. It is the hope of the Federation that this Congress, which closed on Tuesday evening, will bring employers and employees closer together and to make progress toward a settlement of all future trouble by conciliation and arbitration. Conciliation, as discussed and treated by some of the speakers, is more highly favored, but compulsory arbitration was generally disapproved and condemned.

Mr. Franklin McVeagh presided and, in his opening speech, outlined the objects for which the convention was called. He said, in part:

"I am glad that the question of industrial arbitration has been given precedence in the conference. Neither the workingman, the employer nor the general public can afford to waste time in half-thought-out theories, policies and practices if it is possible to hasten the solution. Whether some form of arbitration shall be finally accepted or not, as the best method of determining questions between employer and employee, it is no longer our purpose to limit ourselves to the consideration of arbitration in seeking our remedy.

"Much of the dividing line between the employer and employed is fading even while we think it is so deep and permanent. For instance, the greatest strikes of the present day are not between capitalists and laborers at all.

"They are between employees—between workingmen called managers or superintendents and workingmen. The greater strikes and lockouts—such as those on railroads or in coal mines—are the contentions of two sets of wage-earners; and the stockholders, the capitalists—in many cases women and children and savings banks—are generally more helpless and suffering than the general public itself."

Carroll D. Wright, United States Commissioner of Labor, whose subject was "Trade Boards of Conciliation and Arbitration," advocated some form of voluntary adjudication as against any attempt at compulsory arbitration. "The system of voluntary conciliation and arbitration," he said, "as carried on by private agreement is elastic and applicable to all conditions. It can be used under the most elaborate or under the simplest rules. Open discussion about a common table has shown points of view either on one side or the other not before thought of by the opposition, and very naturally a far better understanding on the whole exists today than ever before between employers and employed wherever voluntary boards are at work, which must make for peace and happiness and be the basis for all negotiations between capital and labor.

Commissioner Herman Justi, of the Illinois Coal Operators' Association, outlined a plan of conciliation and arbitration, but urged as well the necessity of organization among employers of labor in order to make arbitration practicable. He commended the plan of the Illinois coal miners, and said if generally adopted, and a great central body was established, there would be an American federation of industry resembling in experience, influence and power the American Federation of Labor, and a national board of arbitration, composed of men specially and directly chosen by all the interests involved, because of their training, education, occupation and tastes, and indebted for their appointment to no officeholder nor to any political party.

Mr. John Mitchell, president of the United Mine Workers of America, in his speech, spoke of the great and lasting advantages to be obtained by conciliation and arbitration. He declared that in the recent anthracite coal strike, every honest means was used to bring about an amicable settlement. Mr. Mitchell, too, opposed compulsory arbitration. Concluding, Mr. Mitchell said: "The association of operators in Illinois has contributed its full share to prevent strikes and lockouts, and if all the other operators or coal producing states would form associations similar to that of Illinois, and then form one national association to treat with our national association of miners, I believe that strikes would become almost an impossibility."

The speeches of Messrs. Gompers, Sargent and other labor leaders were to the same effect, and in the interests of the benefits which must result from conciliation and mutual concessions from labor and its employer.

A series of resolutions were formulated and adopted in which a committee of twelve was to be named by the chairman, which was empowered to appoint auxiliary committees from the industries, trades and professions as may seem best to promote the work of conciliation and education." Mr. Chairman MacVeagh announced the following gentlemen to plan for a general system of conciliation: A. C. Bartlett, Henry W. Hoyt, Herman Justi, G. Watson French, E. D. Kenna, Chauncy H. Castle, Samuel Gompers, John Mitchell, Martin Fox, Frank P. Sargent, Henry White, James M. Lynch.

Coal has been found in Alaska near tidewater and can be made immediately useful for commerce.

Chicago's city sealer, Jas. A. Quinn, has procured warrants for the arrest of five coal dealers on the charge that they have in their business baskets for the retail trade which hold less than the legal amount of coal.

On December 13 the library erected at Wooster, Ohio, by Henry C. Frick, the coke manufacturer, in memory of his parents, was dedicated with much ceremony. The library is a gift to the university of that city, and is known as the Frick Memorial Library. The ceremonial services were attractive and well attended. An uncle of Mr. H. C. Frick, Mr. Jacob Frick, made the presentation speech.

THE ELM CITY'S EXPANSION IN THE COAL TRADE.

From the Black Diamond's Special Traveling Correspondent.

New Haven, Conn., December 19.

"You will find the old gentleman somewhere in the yard," said one of the clerks in the office of F. A. & D. R. Alling in response to my inquiry where I would find the senior member of the firm. Into the yard I went, passing half a dozen coal carts on the way. "Where will I find Mr. Alling?" I asked one of the drivers. "F. A., I guess he's in the barn." Into the barn I went. A man ostensibly on the other side of the proverbial three score was tenderly padding up the legs of a horse, manipulating the animal with the dexterity of a man in the prime of life. "Mr. Alling?" I asked. "That's my name." I told the old gentleman the nature of my business and explained to him that I had been told that he was the veteran among the New Haven coal dealers. "Yes, I have been in business for quite a while, but then George Benedict of Benedict & Co. knows a good deal more about the coal trade in New-Haven than I do," he said, modestly.

"When did you start in business, Mr. Alling?"

"In 1866. Since you insist on my telling you what little I can remember of the olden days, I will. When I first started in the coal business, the dealers would buy their coal in lumps and break it up here. Hotchkiss & Sons and the grandfather of the Benedicts were the most prominent dealers before my days. S. R. Smith and Kimberley & Goodrich held the fort when I went into business. Lehigh and Pennsylvania coal were sold largely and brought here by the boatload in sailing vessels. When I went into business I began to buy in New York from Lindeman & Co. Sugar Loaf Coal has always been our specialty and I am frank to confess that I attribute our success in business solely to the keeping of a good quality of coal. We never advertised, nor did we go in much for contracts, as some of the dealers yet do to this very day. Delaware, Hudson & Lackawanna coal has always enjoyed more or less of a prestige here. I used to pay special attention to the household trade and the schools. In those days they had no steam heaters and radiators and the home consumption of coal was correspondingly higher, though somewhat offset by the consumption of wood as fuel. Farmers would come into town and barter wood for coal. During the Civil War business was especially good. Workingmen around here were getting high wages and coal at that time was worth fourteen dollars a ton. I can only say this to you, young man, my experience has taught me that the essential feature of success in the coal business is to handle nothing but the best. If every man would understand that there would be fewer failures. We have never gone in for any price shaving, in fact I think no New Haven dealer has. The average householder understands but comparatively little about coal; the only thing he does know is that a ton from So-and-So has lasted longer than a ton from So-and-So. The moment he finds that out he quits experimenting and sticks to the purveyor whose coal gives him the best satisfaction, that is the most service. We have to-day among our customers a number of consumers who have bought from us from the very start. I appreciate the progressive business spirit of modern times, but I also know that very frequently the truisms of the good old days are lost sight of. Advertising, drumming, circularizing are all very good in their way, but above all you must have good coal."

"What do you consider as the most striking features during your career in the coal business?"

"I think the bituminous coal strike of a year or so ago and the recent strike created the most singular conditions in the coal business in New Haven. Aside from the fact that at times we would get in all-rail coal, something unusual for New Haven, the local activity and disquietude were to my mind particularly striking. But you go and see George Benedict; he knows a good deal more than I do."

To my great regret Mr. Benedict was engaged with some private matters that required his entire attention. I asked Mr. Wells of Williams, Wells & Co., what in his opinion were the landmarks of the New Haven coal trade's evolution.

"I think," said that gentleman, "the coal trade of New Haven is more than indebted to Mr. Julius A. Preston, who in 1878 founded the Empire Transportation Company, which was the pioneer concern in the rational transportation of coal. The resulting decrease in the cost of coal by reason of that gentleman's enterprise permitted the expansion of the trade. Subsequently the New England Transportation Company was formed and later merged with the Empire. The Empire and New England Transportation Company, which is now the firm style of the concern, is being managed by Mr. George B. Martin, the son-in-law of Mr. Preston, the founder. Another circumstance to which may be attributed the growth of New Haven's coal trade was the advent of the large ocean barge lines. You can easily understand that the change from sailing vessels that would have a capacity of between 400 and 500 tons to barges that have a capacity of anywhere from a thousand to three thousand tons was bound to affect the trade most beneficially. This enabled us to get coal from Philadelphia, Norfolk and Newport News much more cheaply and promptly than under the old method."

Mr. Edward Lawrence of F. A. Potts & Co., which firm aside from its numerous other connections, has been in the New England trade for about twenty-three years, said: "We only handle Old Company Lehigh and always have done so. In that respect we occupy a unique position in New Haven. Being a New Yorker by birth and training, I have never found much time for reminiscent moods, and I am happy to say that our business is such that it very seldom gives a man leeway for contemplative meditations. While I have been up here a good many years, I am of the 'Looking Forward' rather than the 'Looking Backward' disposition."

While in New Haven I met Mr. Kimball of the Kimball & Carey Company, of Northampton, Mass. Mr. Kimball was in New Haven trying to hasten deliveries which still seem to be very slow in that portion of New England. His firm does an extensive business in Old Company Lehigh.

Regarding the situation in the bituminous market Mr. Levy C. Gilbert of the Levy C. Gilbert Company said: "I have no trouble getting soft coal and I don't think any one else has. In a nutshell, I think the situation is just this: 'If you would come up here and sell bituminous coal five or ten cents below the market price, you might be able to do business, otherwise you would have a hard time disposing of whatever you would want to sell.

You would have to give some sort of an inducement. I don't say the market is overstocked, but there is just enough soft coal here to make the dealers independent of the miners or their representatives. The New York, New Haven & Hartford Railroad tries to keep a full supply on hand all the time. I don't know just what their storage capacity is, but I do know that it's quite extensive."

The anthracite supply seems to be still far from satisfactory and the retailers on whom orders from provident householders have been pouring in for the past few days are, perhaps, a bit more pessimistic than the actual situation warrants.

An item of not perhaps strictly industrial interest might still be mentioned with propriety in this letter. The Organized Charities' Association of New Haven is sending out to the deserving poor of the Elm City half tons of coal as Christmas presents.

MODERN SOFT COAL MINING AND HANDLING IN THE UNITED STATES

Although the total shipments of soft coal in cargoes from the United States to foreign ports during the present year will probably not exceed 6 per cent of the total bituminous output in this country, the increase in export trade has attracted much attention, since the shipment is fully four times as great as that of 1898, says Henry Hale in Scientific American. It is calculated that the total soft coal production of the United States for 1900 will range between 170,000,000 and 175,000,000 tons.

The success of American coal exporters has been due to the prices which they have quoted, being less than those of European dealers. Several causes have contributed to the success of American competition, one of which has been the labor difficulties in Great Britain and on the Continent, which have largely curtailed the production. It is generally admitted, however, that the principal reason is the economical methods of mining and shipping the product and the extent and richness of the American deposits. While the mines in Great Britain and Germany, for example, have been worked for centuries, many deposits in the United States have been opened but a few years. One of the principal items of expense abroad is in the construction of shafts and the elevation of the coal to the surface. Pits which extend vertically 1,000 feet to the mine workings are quite common in Lancashire, Staffordshire and South Wales. As the beds of fuel have been worked out, shafts have been driven in some cases to a depth of nearly 2,000 feet. The construction of the shafts requires a large amount of timber to prevent caving in, and the installation of power plants, operated principally by steam, for raising and lowering the men and material. The system of ventilation in such mines is also very expensive, owing to the distance which air must be conveyed. In many of the principal mining districts methods used are costly and antiquated, compared to the system in this country, a larger number of men and boys being employed, in proportion to the tonnage mined, than in the United States. The writer can state from personal observation that the coal from a few British collieries is still being brought to the surface by hoisting machinery operated by animal power. The size of the cars used upon the railways from the mines to the seaboard, and even of the mine cars themselves, is much smaller in proportion than in the United States, and the locomotives employed have less power; consequently more trains must be made up to transport a certain tonnage, at an increased cost for train crews and other service. The methods of transferring coal from the mines to the cars, and again at the shipping docks, or at the points of consumption, require more manual labor than in this country. As yet, mining by machinery is in its infancy in Great Britain, the majority of the work being done with the pick and hand-drill; consequently the number of miners in proportion to the output is far greater than on this side of the Atlantic.

The methods of procuring soft coal utilize, to a great extent, electricity and compressed air. A power station is built at a suitable point, to generate the electric current for operating the mining machines proper, driving the ventilating fans, furnishing current for the trolley mine locomotives, and supplying light in the various galleries and rooms. As fast as a mine is opened, tracks for the cars are laid in connection with the trolley system, and incandescent lamps placed in the "chambers," thus avoiding the danger of fire by other means of illumination. Many of the companies build houses for their employes, supplying them with light, baths, and other conveniences from the power station, and installing a system of waterworks and sewerage. Usually the power house and dwellings are constructed before mining proper begins. Then the main tunnel or entry is excavated to the face of the coal, its size and direction already being located by the company's engineers. The tunnel is large enough for a double-track railway, and terminates in another tunnel or gallery, which extends parallel with the face of the coal seam. From it are cut short passages which terminate in the mining "chambers" or "rooms." These passages are, of course, cut through the coal, and are what are termed "double entries," consisting of two passages separated by a partition of the mineral.

If the mining is done by hand, special drills are used, one miner and helper taking a contract to remove the contents of a room from 20 to 25 feet in width and about 20 feet in length.

In machine mining two miners will take a contract to clear out three chambers. The machines, operated by pneumatic or electric power, are carried to the face of the vein, and the framework is fastened in position by being screwed against the roof and sides. The electric current is conveyed to the motor operating each electric machine through an insulated cable which is connected with the main power station. This cable works upon a reel, and can be lengthened or shortened as required. If compressed air is used, it is conveyed in the same manner, through flexible piping. The principal mining machines consist of steel punchers or bits bolted to movable metal belts or chains working upon platforms which are also movable. When the compressed air or electric current is turned on, it revolves the chain and its cutters, and at the same time holds the platform supporting the chain firmly against the vein of the coal. A horizontal groove is made of a depth and width varying according to the size of the machine. A Jeffrey cutter will make an incision 6 feet in depth and 4 feet in length within five

minutes in ordinary soft coal. The grove is made as near the bottom of the room as possible, in order to cut or undermine the vein at its lowest point.

In one day what is known as a punch machine will cut from 175 to 225 square feet. An electric machine will cut from 720 to 900 square feet. As the average miner and helper, working by hand, will take out with drill and pick but 4 or 5 tons in the same time, the saving effected by the machines in time and labor can be appreciated. It is estimated that the saving to a mining company ranges from 20 to 50 cents per ton, according to the district where the mine is located.

From the time the mine cars are loaded until the coal is in the vessel's hold, a variety of labor-saving appliances is used. The cars, which are run to the entrance of each room, are made up into trains or "trips" which carry as high as 200 tons. One locomotive will do the work of from 15 to 40 horses or mules, according to the power of the motor. It hauls the cars from the entrance of the mine to the tippie, if there is no incline by which the force of gravity can be used. To handle a train of 20 or 30 cars, only a motorman and a brakeman are required. The locomotives vary in power, being built to work on grades as steep as 4 per cent. As they range in weight from 10 to 20 tons, the rails required for the tram road are very light.

At the tippie the weighing, separating and loading of the cars or boats are done automatically. The tippie, which is merely a wooden trestle containing a movable platform and scales, is usually located directly above the railroad track, or at such an incline that the coal will fall into the cars by the force of gravity. A car is elevated at the tippie so that by opening one end the contents run out upon the separation screens and scales, which record the total tonnage. From the scale the coal, according to its size, falls into the cars, which are usually made up in trains. As fast as a car is filled the locomotive pulls the next empty car below the tippie, and thus the operation is continued until the train is loaded. If it is desired to separate the coal into the three commercial sizes, three tracks are laid below the tippie, and three trains can be loaded at once. In connection with a number of the mines in West Virginia and in the George's Creek and Cumberland region of Maryland, as well as in Alabama, are coke oven plants, so constructed that the mine cars can be run from the entrance directly over the ovens, and their contents dumped through openings made especially for the purpose, without the necessity of any manual labor except to guide the cars.

The cost of coal mining by the modern process has been reduced to such a figure that the product has been sold at the tippie as low as 90 cents per ton, at a small profit to the coal company. The actual cost of the coal placed on the cars ready for shipment has been reduced as low as 75 cents per ton in the districts referred to. Of course, these figures are subject to slight fluctuations, but it is calculated that 90 cents per ton is the maximum cost of this production. Including the railroad and steamship tariff and the cost of transferring at the destination, American coal has been placed in French ports, for example, at \$5.50 per ton at a profit to the shipper. But it is believed that steamships can be built especially for the coal trade which can carry a cargo to Mediterranean ports at less than \$1.00 per ton freight, including wages, food for the crew, fuel and charges of every kind. This figure would enable coal of a superior quality to be sold abroad at less than \$3.00 per ton, fully \$2.00 less than the best Welsh product.

THE WESTERN RETAIL TRADE.

Roark & Dickey have a coal yard at Valley Junction, Iowa.

S. P. Brimer is a new retail dealer at Louisiana, Mo.

A. G. Mason, Grant City, Mo., is out of the coal business.

The Victor Fuel & Feed Co., Victor, Colo., is out of business.

Harbour Bros. are a new firm of coal dealers at Pemberton, Ohio.

David G. Lewis, Pontiac, Ill., has sold his coal business to D. E. Capes & Son.

B. F. Harris has purchased the coal business of G. E. Clark, Beardstown, Ill.

E. E. Johnson continues the business of Bingham & Johnston, Estherville, Iowa.

A new retail yard has been opened at Leroy, Ill., by the Entre Nous Coal & Mining Co., whose mines are at Muncie, Ill.

New coal handling machinery and appliances will be installed at the Clarksville Coal & Ice Co.'s yards, Clarksville, Tenn., in the near future.

The Neenah & Menasha Coal Co. have bought out the coal yard of F. A. Leavens, Neenah, Wis., and will run it in connection with the Island yards.

A half interest in the business of John Hulst, Grand Rapids, Mich., has been purchased by I. A. Van Huelen and the new firm name will be Hulst & Van Huelen.

Denver retail prices are as follows: Mitchell, Heckler and Rex lump and egg, \$4; nut, \$3.50. Maitland, Hanna and Brookside lump and egg, \$4.75; nut, \$4.50. Canon City and Baldwin lump and egg, \$5.50; nut, \$4.75. Coke for domestic use sells for \$4.25 per ton; all sizes of Colorado anthracite, \$8.50, and smithing coal from Colorado mines, \$5.50 and \$6.

THE EASTERN RETAIL TRADE.

C. W. Wattcran is a new dealer at Hicksville, N. Y.

A. F. Gatchell, Alton, N. Y., is out of the coal business.

George J. Losey has sold his coal business to W. C. Lewis, Lawrenceville, Pa.

M. B. Nichols, Easton, Md., will build a coal yard and wharf in the near future.

J. N. Weigle has purchased the coal yard of A. W. Wolf, Mt. Holly Springs, Pa.

Perkins, King & Co., Poughkeepsie, N. Y., have sold their coal business to Smith & Donagh.

Dover, N. H., Dealers report considerable difficulty in getting sufficient coal for their customers.

The C. L. Missel Coal Co., of Watertown, Conn., has been recently incorporated, with a capital stock of \$5,000.

The yards of the Wilson Coal Co., Montreal, P. Q., have recently been equipped throughout with modern coal handling apparatus.

Bean & Watson, Haverhill, Mass., are making extensive repairs around their yard and are making preparations for a heavy season's business.

The Carter & Hubbell Co., Derby, Conn., has been recently incorporated, with a capital stock of \$25,000, and will engage in the coal business. The incorporators are D. H. Carter, H. M. Hubbell and William S. Downs.

Montreal (P. Q.) dealers are cutting prices right and left and the existence of the local coal exchange is threatened. The Hartt & Adair Co. withdrew from the exchange and stated that they would make their own prices, regardless of the exchange figures.

Commissioner Dalton, of the Department of Water Supply, Brooklyn, N. Y., announced this morning that bids for furnishing coal for the Brooklyn department will be received at the Syndicate building, 21 Park row, Manhattan, till 2 P. M., Thursday, December 27. Bids will be received for 15,800 gross tons of semi-bituminous coal and 51,500 gross tons of broken anthracite.

The management of the Grand Trunk Railway system has built a mammoth coal chute to cost \$60,000, at Portland, Me., from which point the Sydney, C. B., coal intended for consumption on its system is to be distributed. It is the intention of the company not only to handle its own coal, but also considerable quantities intended for commercial purposes. The capacity of the chutes is 3,000 tons daily.

The receipts of anthracite coal at Boston for the week ending December 8 amounted to 29,013 tons, as compared with 20,598 tons for the same period last year. The bituminous receipts for the week ending December 8 were 45,553 tons, as compared with 22,550 tons for the same period last year. The total anthracite receipts for the year to December 8 were 1,856,617 tons, as compared with 2,097,933 tons for the same period last year. The total bituminous receipts for the year to December 8 were 1,996,373 tons, as compared with 1,656,517 tons during 1899.

ELECTRIC MINING PLANT.

The short period of four and one-half months has sufficed to place the new power house of the Monongahela River Consolidated Coal & Coke Co., in Buttermilk run, in a stage of completion which will begin a revolution in the methods of mining coal in this vicinity. Fire has already been placed in the three large boilers, which are six feet in diameter and eighteen feet in length, and furnish power to a modern high and low pressure condensing engine. This engine is connected with a generator which will furnish electric power at about 250 volts, and all is in readiness for a commencement on Monday next.

In the mine at Dravosburg about two miles of track has been relaid with heavy iron and reballasted in readiness for the electric motor, which will take the place of a large number of mules formerly used for this work, leaving only a small number to be utilized in hauling the wagons from the rooms to the main tracks. The amount of coal produced will be increased about 25 per cent, with only about one-half the amount of labor formerly required.

It is the intention of the company, in the near future, to completely remodel the portion of the plant which checks the coal down the hill and dumps it into boats at the river, after which it will be possible to load coal at the Dravosburg tippie almost without limit.

Superintendent James Henderson is justly proud of the work accomplished in the past few months, which when fully completed will make this one of the model mines of the Monongahela valley. The electric power will shortly be carried from the Buttermilk Run power house to the mines at Hays and Camden and they will be equipped in a manner similar to the one in Dravosburg, which will increase the output of the three mines about 20,000 bushels of coal per day.—McKeesport (Pa.) Times.

WESTERN COAL AND COKE NOTES.

Spontaneous combustion started a fire on the dock of the Pioneer Fuel Co., on Rice's Point, Duluth, Minn., last week.

The Green Hill coal mine, near Sullivan, Ind., has been purchased by Messrs. Barnes & Matthews, of Cleveland, Ohio.

A new Illinois corporation is Murphy, Keenan & Co., Braidwood; capital stock, \$5,000; incorporators, John Murphy, Thomas Kasher and P. J. Linskey.

The Leadville (Colo.) Reporter says: "A twenty-foot vein of coal has been opened up in Huerfano county, near Silver Cliff, by some Florence prospectors."

A big strike of hard coal is reported at Fossil creek, sixty miles north-east of Phoenix, Ariz. The vein is very thick, and has been bought by capitalists of that town.

A company has been organized at Maple Rapids, Mich., and \$500 raised to begin prospecting for coal. An expert has been engaged to drill three shafts at least 200 feet deep.

The Somers Coal Co., Saginaw, Mich., is taking out over 1,000 tons of coal every twenty-four hours, and has the material on the ground for putting down a shaft for a third mine.

One company at Rich Hill, Mo., now has twenty-one mines opened, besides numerous drifts, slopes and strip pits. Greater activity and more openings are expected during 1901.

Several hundred miners and other employes of mines in St. Clair county, Illinois, went on strike last week. The mines affected are the Wilderman, St. Clair and the Reutchler.

At Linton, Ind., the United Mine Workers' Union have demanded that the hoisting engineers join their union, but so far they have refused to do so, whereupon the miners demand that the operators discharge them.

The Empire Coal Co., Des Moines, Iowa, has been incorporated by L. G. Everest, Sioux City, and A. E. Hollingsworth, Des Moines. Both gentlemen are well and favorably known in the coal trade of the Northwest.

The Illinois Zinc Co., Ottawa, Ill., has secured the coal rights under a large tract of land in Deer Park township and opened a test shaft. The intention is to mine its own coal and be hereafter independent of the local coal companies.

The American Coal Co. expects to open up a new mine in the near future five miles from Knoxville, near Oskaloosa, Iowa. This promises to be one of the best mines ever operated in the state, and will tap a large body of coal.

H. D. Brown and F. L. Eaton, Sioux City, Iowa, have leased a section of land near Jackson, Neb., and will begin at once to prospect for coal. At various times small veins of coal have been found in that vicinity and the Sioux City men have confidence that the strata of coal is large enough to be profitable. Under the terms of the lease the Sioux City men agree to begin prospecting within thirty days and to continue until they have demonstrated that there is or is not a paying vein of coal.

The Oregonian, of Portland, Ore., says: "That several companies have been organized to develop the coal at Nehalem bay, which is about 140 miles from Portland by sea and river, and that it is proposed to build boats to carry the product. The proposition is to build two barges each, with capacity to carry 800 tons of coal on a nine-foot draft, and a powerful tug at an estimated cost of \$30,000. The Lower Nehalem coal mines are only two and one-half miles from Nehalem bay, and a short tramway would carry the coal to the bunkers on the bay at all seasons.

The Index, of Salinas, Cal., says: "Reports from Slack's Canyon are that active preparations are in progress for working the coal mine there on an extensive scale. Between \$25,000 and \$27,000 worth of machinery is now on the way in from Bradley, which is the shipping point for the mine, the distance being about twenty miles. Work is progressing at the mine, and considerable coal is being taken out. The vein is about fourteen feet in thickness, and lies at an angle of about forty-five degrees. An incline shaft has already been sunk something over 400 feet on the vein, and as soon as the hoisting machinery is ready for operations, tunnels and stopes will be started both ways from the shaft. Experts pronounce it one of the largest and best deposits of coal hitherto discovered on the Pacific coast. It has been thoroughly tested and found to be of excellent quality for steam purposes.

Delaware, Lackawanna & Western Railroad Co.

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PROPRIETORS

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A 600 ton daily capacity Luhrig Coal Washing Plant operated in connection with mine.

EASTERN COAL AND COKE NOTES.

Considerable drilling for coal is going on around Salem, Ohio.

The Zaleski coal washery, at McArthur, Ohio, is being enlarged and greatly improved.

The Victoria Coal Mining Co., Phillipsburg, Pa., capital \$100,000, has been chartered at Harrisburg.

The Brister Bros. have purchased A. L. Marshall's coal mine at Middlebourne, near Cambridge, Ohio.

The White coal mines at Canonsburg, Pa., have been purchased by the Pittsburg Coal Co., Pittsburg.

I. M. Lantz, A. Robb and Frank Mohr, Athens, Ohio, will develop the coal under the Robb and Newlan farms.

The Lewis Coal Co., Hooversville, Pa., has purchased a large tract of coal land there. It is said shafts will be sunk at once.

Two new breakers are to be erected on the South Side, at Carbondale, Pa., by the Delaware & Hudson Co., as soon as possible.

A Philadelphia firm of coal exporters has closed contracts for 150,000 tons of bituminous coal, which is to be shipped to Genoa, Italy.

F. E. Spence, Dell Roy, Ohio, has purchased 3,000 acres of coal land adjacent to Senecaville and will open up extensive mines at once.

John A. Jorden has leased 1,200 acres of land near Carrollton, Ohio, and will open a mine if the tests now being made are satisfactory.

It is stated in coal circles in Pittsburg that the advance in Eastern freight rates on main lines April 1, 1901, will affect export business.

A syndicate of capitalists, headed by Bernard F. Rafferty, Pittsburg, is buying large blocks of coal lands in Washington county, Pennsylvania.

Shipments of coal and coke originating on the lines of the Pennsylvania railroad east of Pittsburg and Erie for the week ending December 8, aggregated 623,928 tons.

The Delaware & Hudson Co., Wilkesbarre, Pa., is expected to close a deal for the purchase of the mines of the Laflin and Langcliffe coal companies within a few days.

A new corporation is the Westmoreland Coal Co., capital \$2,500,000, Trenton, N. J. Incorporators: K. K. McLaren, Clifford W. Perkins and Mark W. Salmon, of Jersey City.

The Vankirk Coal Co., Dell Roy, Ohio, has purchased coal lands adjacent to that town and will open up mines and ship coal on an extensive scale, employing a large number of miners.

The Youngstown Block Coal & Clay Co., Warren, Ohio, has been cleaning up the plant and shipping a part of the machinery to other points. The plant will be shut down entirely and offered for sale.

The Riverview Coal & Coke Co., of Pittsburg, has purchased 119 acres of coal land located in Nicholas township, Fayette County, for 38,000. The land is in the Sixth pool, the coal being of the regular six-foot vein.

A new coal company is being organized to do business in Allegheny and Washington counties, Pennsylvania. It will be known as the Pittsburg Vein Coal Co., and the charter will be applied for December 31, at Harrisburg, Pa.

The Bureau of Foreign Commerce, New York City, has received a letter from Mr. J. P. Spanier, 160 Corso Umberto I, Rome, of recent date, asking to be put in communication with some responsible firms in the United States who can offer full cargoes of pitch extracted from coal, to be used in the manufacture of patent fuel. Considerable business, he says, can be transacted if connections are made with the proper party.

The Orin Coal & Coke Co. has been organized in Uniontown, Pa., with a capital of \$250,000, and will do business under a West Virginia charter. The company owns and will at once develop 2,500 acres of valuable coal land in Harrison County, West Virginia. Fourteen stockholders are interested at present, among them Judge R. E. Umbel and J. S. Douglass, of Uniontown; Edmund and Harry Dunn and Cyrus Echard, of Connellsville, and several men from Scottdale.

President Fowler, of the New York, Ontario & Western railroad, is reported as having recently said: "Friends of the Ontario & Western who are largely interested in the management of the property have purchased the coal properties of all the individual operators along its lines and tributary to it. This eliminates the question of rates in the future, and secures to the Ontario & Western absolutely the tonnage it has always carried with some additional. The policy of the officers and directors has the endorsement of the holders of a large majority of common stock."

C. C. BOWMAN,

Miner and Sole Shipper

"AVOCA"

"FRANKLIN"

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COAL AND COKE.

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AGENCIES: St. Paul and Minneapolis, Minn.; Ashland and Manitowoc, Wis.;
Cleveland, Ohio; Springfield, Ill.

SOUTHERN COAL AND COKE NOTES.

At Henryetta, I. T., work has been commenced on the coal mines by A. W. Scott.

A shaft to the coal 219 feet below the surface is being sunk at Billings, Okla.

The Columbia Coal Co., recently organized, has leased and is developing coal lands near Midland, Md.

Supt. Douglas Smith is sinking a new and second coal shaft at Strawn, Texas, for the Standard Coal Co.

The George's Creek Coal & Iron Co., Baltimore, Md., is developing three new coal mines near Midland.

No less than fifty-five car loads of coal are shipped from Lehigh, I. T., daily, and new mines are being opened.

W. H. Dent and H. C. Jackson, of Embreeville, Tenn., have leased and are developing coal property near Norton, W. Va.

On the farm of T. S. Gardy, six miles east of Falkville, Ala., a fine vein of coal has been discovered. This will probably be developed.

F. L. Cain, Wylie, Texas, president of the Cain Coal Co., with mines near Peck City, says the vein is a thin one, but the coal is good.

It is reported that a 15½-foot vein of anthracite coal has been uncovered in Fairfield, near Winnsboro, S. C., on land belonging to Mrs. F. S. DuBose.

The operators in Hopkins county, Kentucky, claim to be taking out their usual quota of coal despite reports to the contrary by certain officials of the U. M. W. of A.

The Virginia Steam Coal & Coke Co., Wise, W. Va., has 10,000 acres of coal lands which it will develop. Coke ovens will also be built and extensive improvements made.

A dispatch from Fairmont, W. Va., says: "Indications now point to trouble in that and other coal districts owing to the determination of the U. M. W. of A. to organize the miners."

It is stated that the Straight Creek Coal Co., in operation near Pineville, Ky., is preparing to build an electric road several miles up Straight creek, where it is proposed to open new mines.

E. A. Ellis, Sartartia, Fort Bend County, Texas, is sinking a shaft to the coal at Strawn. It will be equipped with the most modern machinery and have a capacity of 1,500 tons of coal a day.

It is reported that the Baltimore & Ohio R. R. will build a branch road four and one-half miles long in Preston County, West Virginia, to reach a body of coal land recently purchased by the Merchants' Coal Co., of Baltimore. This coal land is on Three Fork creek, and contains two workable seams of coal, one four and one-half and the other six feet thick. The four and one-half-foot vein is usually the best quality of coal and more easily mined.

Pocahontas coal has been indorsed by the English navy officials, making it more popular in the foreign markets than some other grades. In addition to this fact, this coal is principally used by the United States navy.

W. A. Pugh, president of the Pittman Coal Mining Co., Pittsburg, Ky., was in Cincinnati last week, and remarked to our correspondent, "We have all the orders we can fill. Our annual sales of coal average about \$250,000."

The largest cargo of coal ever carried from an American port in a schooner has been taken by the new six-masted schooner Elinor A. Percy, which sailed from Newport News, Va., for Portland with 5,514 tons of black diamonds in her hold.

The Kinkwood Coal Co., Howesville, W. Va., has been chartered, with capital stock of \$57,000. The incorporators are William Atkins, Hanson E. Atkins, Harriet P. Atkins, all of Pottstown, Pa.; Elmer E. Evans, of Hazleton, Pa., and Vincent E. Goocke, of Howesville, W. Va.

The receivers of the Corona Coal & Coke Co., Birmingham, Ala., make a good report for the half year. The total net profits of the company during the two years that it has been in the hands of the receivers amount to \$57,170.74. The receivers now have cash on hand to the amount of \$42,199.28.

James Weisel, former cashier of the Republic Iron & Steel Co., who has resigned that position, is at the head of a movement to organize a company, with \$500,000 capital to develop a large body of coal land, ore property and limestone works near Birmingham, Ala., and there is no doubt that he will be successful.

A meeting of the directors of the Victoria Coal & Coke Co., which is a consolidation of the New River Coal & Coke Co. and the Sunnyside properties in the same district, has been held in New York and a very favorable report of its condition was presented. Dividends of 6 per cent on the preferred stock and 10 per cent on the common stock were declared.

A note from Cumberland, Md., says William Warner and others of the United Mine Workers of America, whose sentences of imprisonment for various periods has been confirmed by the superior court, will have to give themselves up or their bonds will be forfeited. Their crime was unlawful assembly in connection with the strike in the George's Creek region.

The Pennsylvania Railroad Co. has decided to build a branch road from Volant, near Sharon, to the coal and limestone field of the Sharon Coal & Limestone Co., near Leesburg, Butler county, Pa. The line will be nearly fifteen miles long with the Pennsylvania company in control.

The proposed extension of the P. B. & L. E. or Union railroad over the watershed from Duquesne to the coal fields of Washington county will open up for the exclusive use of the Carnegie company and its railway an immense wealth of bituminous coal, which will be of vast advantage to the great corporation. It will also furnish the P. B. & L. E. with lake traffic for ages to come and make that line one of the best paying roads in the country. The route now selected will enable the P. B. & L. E. to reach many B. & O. and Panhandle mines, but they are going to depend more on undeveloped coal.

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THE BLACK DIAMOND.

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BY THE BLACK DIAMOND COMPANY,

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COAL TRADE REVIEW FOR 1900.

The last year of the nineteenth century opened propitiously for the coal trade generally throughout the West, and this, too, notwithstanding the shortness of the winter. Industrial plants of all kinds were running full and the fuel consumption was large during the early part of the year, but later, owing to the presidential election and politics, there was a decided falling off, as there was more or less uncertainty owing to the unwillingness of many manufacturers to turn out material which a change of administration might leave on their hands. Hence the somewhat decreased consumption of coal generally during the past six months. The natural increase, however, has augmented the output from bituminous mines, and the receipts at and shipments of coal from all large distributing points have been large.

The great strike in the anthracite coal fields of Pennsylvania was a most important even in the coal industry, causing a shortage of this unexcelled household fuel in all states east of the Missouri river to the Atlantic coast, and north of Mason's and Dixon's line and well into Canada. Lasting only six weeks, it was enough to paralyze many industries in the Eastern States, because the combustion chambers of their steam-raising plants were not fitted for the consumption of bituminous coal, while in the Western country prices were raised to keep buyers out of the market, but it had the contrary effect, and shippers were finally obliged to cease selling.

At the commencement of the year the market for anthracite coal was dull, flat and uninterestingly quiet, owing to the continued mild and unseasonable weather, though prices were fairly well maintained. The abnormal degree of high temperature during January throughout the West broke the record for that month for many years, and not until the latter end of the month was there any real coal-consuming weather.

The advance of 50 cents per ton in the freight rate from Buffalo and the mines to the West had a steadying effect on the circular as well as in decreasing the rail receipts.

Early in the year there were ominous rumors of trouble in the anthracite region, and small strikes were frequent. There was a marked shortage of chestnut, which was held at a premium of 25 cents a ton above the other sizes. A noticeable feature has been the displacement of a large tonnage of anthracite by gas, natural and manufactured. This will aggregate at least 100,000 tons of range and chestnut, greater than that to which the natural increase would amount. Another notable fact was that spring contracts for anthracite were placed at higher prices than a year ago. The strong hands into which the leading producing and carrying anthracite companies have fallen as a considerable factor in the maintenance of general circular prices in Western as well as Eastern markets. March was unquestionably the greatest anthracite consuming month in the year. The car shortage and lack of adequate motive power on some of the Eastern main line roads early in the year, seriously interfered with the transportation of coal. The opening prices in January were \$5.50 for broken and \$5.75 for the domestic

sizes. On May 1 the circular for the new season of 1900-1901 opened at \$5.00 for broken and \$5.25 for small egg, stove and chestnut, while at Buffalo the figures were respectively \$1.00 less. During April and May a series of strikes in the Wyoming Valley, Pennsylvania, materially interfered with the production and shipment of anthracite. Buying generally in the West during the summer was lighter and more delayed than usual, owing to the dissatisfaction in regard to the opening prices, and not until the great strike developed its supreme strength did the trade realize how serious was the situation. It was then that the trade wanted to cover, but were unable to do so, because, under no consideration would shippers accept any business. On July 2 the circular was advanced to \$5.25 for broken and \$5.50 for the smaller sizes. The fact that this raise had been foreshadowed several weeks prior to its becoming effective did not apparently stimulate Western business to any great extent, the presidential campaign acting as a deterrent. Immediately after the national holiday and following in the wake of the 25-cent advance, business began to increase and orders followed, but they were not as active as they should have been. It was quite noticeable that a very large proportion of the tonnage was ordered for late delivery, which was just as well, for all-rail anthracite was and has been in short supply all through the year. Notwithstanding the strike rumors in the late summer, there was considerable dilatoriness in certain sections in placing orders for coal, and this apathy was in marked contrast with the lively conditions which prevailed the year before. Owing to strikes, short time and various other causes, there was quite an exodus of anthracite miners to the bituminous coal fields of Pennsylvania and elsewhere.

The strike in the anthracite coal fields, September 10, which at first was only partial, became general and lasted six weeks, during which time a large quantity of coal was withheld from the market. To keep the buyers out of the market the price at wholesale was advanced to \$6.00 per ton for the domestic sizes, but it made the trade all the more eager to have their orders accepted. Trans-Mississippi demand was active and all points along the Missouri river wanted coal. In October, when the anthracite miners resumed, there were many stoppages owing to misunderstanding of the terms of the settlement.

The receipts of lake and rail anthracite at Chicago are 610,000 tons less than last year, and the shipments show a decrease of 200,000 tons.

Toward the close of the year the anthracite coal producing and carrying companies were treated to a series of surprises, one being the purchase of the Pennsylvania Coal Co., by Mr. Morgan, for the Erie railroad, paying therefor some thirty million dollars, and it is understood that negotiations are in progress for other transfers of the property of individual operators. This will permit of the greater concentration of this great industry.

Bituminous coal of Western production throughout the year has been in greater supply than demand, and at no time has there been any scarcity. The advance in the mining scale in the competitive states of Pennsylvania, Ohio, Indiana and Illinois was determined at the interstate convention of operators and miners, at Indianapolis, in January, and averaged about 22½ per cent, which, of course, was added to the cost of coal in April, when the concession became operative. The wages of miners were advanced in not less than eight states—the four above mentioned, and Maryland, West Virginia, Michigan and Iowa. The wage scale agreement between the operators and miners was very carefully drawn and safe-guarded so that loopholes for misconstruction were almost entirely eliminated. Notwithstanding this care, there were some minor strikes in Indiana and Illinois, but they were of short duration and soon settled.

Producers of eastern coal in Maryland and West Virginia and certain districts in Pennsylvania could not take all the business offered in the western market on account of the heavy demand on the Atlantic seaboard, which was greatly increased during the six weeks' strike in the anthracite region in the fall. Not until about the middle of November was there any free Eastern soft coal worthy of mention for sale by any of the agents of the best grades, who were also restricted in their tonnage on contracts. Shippers by lake and rail of large amounts of soft coal, placed orders freely for estimated maximum requirements. The early resumption of navigation by the opening of the Straits of Mackinac, April 10, enabled soft coal shippers to get forward a large amount to the dock companies.

The contraction in the consumption of coal during the heat of the campaign amounted to many thousands of tons.

Owing to the falling off in the demand for coal on account of the presidential election, many mines worked on about one-third time, and even with this great restriction in the output the production was greater than the market could absorb, and coal was superabundant everywhere. Demurage also caused a large amount of coal to be sacrificed. As usual, there was a betterment after July in the demand for coal, both steam and commercial, though the closing of many industrial plants caused a marked decrease in the consumption of slack and other fine coal. Another deterrent to the use of soft coal was the hot weather, which continued all through the summer until November; gas, natural and manufactured, and oil being substituted, which displaced a large tonnage.

About the middle of November some response to the big vote for a sound-money policy was noticed in the increased demand for coal. The strike of the mine hoisting engineers of Indiana for an increase in wages and shorter hours barely lasted a week, and, as it did not receive the support of the miners, it fell flat. Not more than two-thirds of the miners were idle.

The strike of the miners in the Georges Creek region, in Maryland, in April and May, caused decreased receipts of coal in the west from that state.

The receipts of soft coal at Chicago from Pennsylvania were 150,000 tons in excess of 1899; from Ohio the increase was 19,000 tons; from West Virginia, 200,000 tons; from Illinois, 75,000 tons, and from Indiana, 240,000 tons, a total gain of 684,000 tons over the preceding year. The shipments from Chicago exceed those of 1899 by 165,000 tons, so that the increased consumption in Chicago amounts to 421,000 tons of soft coal.

EASTERN OFFICE OF THE BLACK DIAMOND.

29 LIBERTY STREET, NEW YORK CITY.

NEW YORK.

DECEMBER 29, 1900.

THE ATLANTIC SEA-BOARD COAL TRADE IN 1900.

ANTHRACITE COAL.

The anthracite coal trade in 1900 passes into history as one of the most productive of radical changes and revelations that have ever come to this industry. Notably among the more interesting events is the six weeks' strike in the mining region, which, from its inception, threatened more serious results to the coal trade, on account of it being so extensive and the injustice of many of the demands made, than was effected, and the aftermath in the concentration of the individual interest by Mr. Morgan and several of the coal carrying roads. As a result of this manipulation it is believed that the feeling of unrest which has for years existed among the individual operators will be to a great extent eliminated, and thereby place the trade into fewer hands, where absolute control can be assured. The individual interests saw their opportunity, during the process of the strike, to press their own grievances—that is, to be placed on a 65 per cent basis with the transportation companies—to a point where the companies were obliged to either make the concessions named or have the strike continued for the lack of a harmonious action. While the new contracts with the operators were under negotiation, it was foreshadowed that as there was a general protest of making these contracts perpetual during the life of the coal further trouble could be expected while the projected Delaware Valley & Kingston road was a factor in their hands, hence the purchase of the Pennsylvania Coal Co.'s stock by the Morgan interests to go into effect January 15, 1901, at the very interesting figures of \$552 a full share. The trade generally throughout the year showed a steady tone, and was devoid of much of that restiveness that has characterized it in the past, due to a violation of the natural laws of supply and demand. Shipments were better regulated and were more strictly held within the limits of certain defined seasons recognized in the trade. The year, from the outset and up to the time of the strike, promised to break all records as regards the total tonnage of the year, but, through the interference of labor troubles, a loss of some 5,000,000 to 6,000,000 tons were sustained, which, of course, could not be regained in the two remaining months of the year, and the final figures show a loss for the entire twelve months, as compared with last year, of about 3,000,000 tons. This loss, it is thought, however, will be, to some extent, offset by the better prices obtained, which have shown less deviation from circular than for many years and, from a comparative standpoint, have been very satisfactory. The results of this have been, it is believed, there were no losses sustained in any one or two months by forced sales at reduced prices. One noticeable feature during the year and which has been brought out very emphatically, is the relatively small position that bituminous coal bears to the regular consumer of anthracite, which has been evidenced by the recent strike. As, notwithstanding that for a period it was almost impossible to get the required sizes, consumers held off until the last moment, and even then only used soft coal as a makeshift to keep their plants going, and it is believed that fully 95 per cent of these consumers came back to the use of hard coal with the first available supply, and at higher prices. This would rather go to refute the statements that have been made for some time that the consumption of anthracite coal is entirely regulated by the price, and when the price got above those prevailing for several years past it would be at a loss in tonnage in favor of soft coal. Another point has also been demonstrated by the curtailed tonnage, and that is the fact that gas is not as great a competitive factor as was generally supposed. The gas companies in the larger cities reported some increase in consumption during the latter part of the strike, though this fell off entirely with the first advent of colder weather, from which can be inferred that the average consumer much prefers anthracite coal even when the comparative cost is a trifle higher than other fuels.

The monthly tonnage reports of the year have been as follows (December estimated), as compared with preceding years.

	1897.	1898.	1899.	1900.
January	2,854,435	3,073,410	3,761,766	4,482,641
February	2,519,733	2,761,999	2,810,459	3,188,179
March	2,540,968	2,700,288	3,416,833	3,136,895
April	2,552,170	2,228,750	3,078,088	4,951,166
May	2,723,625	3,399,894	3,557,693	3,273,818
June	2,920,024	3,026,971	4,024,064	3,800,755
July	3,975,128	3,768,406	4,189,250	4,676,850
August	4,086,873	3,783,288	4,319,431	3,581,516
September	4,072,520	4,260,710	4,365,689	2,959,550
October	5,120,893	4,765,165	4,897,624	813,531
November	4,538,400	4,854,517	4,685,992	4,971,576
December	3,732,992	4,222,999	4,502,210	5,000,000
Total	41,637,808	41,865,339	47,609,089	44,833,677

From the foregoing figures it will be seen that the usual order of things has been reversed in that the output for the first six months practically equals that of the latter half, and which would rather indicate that had it been possible to supply the full demands of the market the year 1900 would have gone on record as a banner year so far as tonnage is concerned. The unusually heavy demand during November and December proved that the capacity of the mines were capable of even larger production than the maximum figures made in October, 1894, which were generally conceded to be the extreme limit, while the November output did not reach the highest figures made, it is evident from the tonnage mined that a new record

would have been established if full working time had not been interfered with by labor difficulties.

The most notable feature of the price movement during the year was the remarkable stability shown. The first two months of the year evidenced a strong demand and healthy tone which made it possible to obtain the full circular of the previous year, which was as follows f. o. b. New York: Broken, \$3.60; egg, \$3.85; stove, \$4.25; nut, \$4.25. April 1 saw the announcement of the spring circular as follows: Broken, \$3.25; egg, \$3.50; stove, \$3.75; nut, \$3.75. These figures were well maintained and the usual cutting of prices were not as frequent or severe as is generally looked for. The only other two circulars issued were in July and November, which were as follows: July 1—Broken, \$3.50; egg, \$3.75; stove, \$4.00; nut, \$4.00. November—Broken, \$3.75; egg, \$4.25; stove, \$4.50; nut, \$4.50. The averages for the last two months of the year were practically on the circular basis as the companies had but few old contracts on their books and, with the demand of a character where bids of 25 to 50 cents a ton above list figures were offered for spot coal a splendid showing was possible and, with the great shortage of coal at all points, this condition is likely to extend well into the new year. Incidentally the year affords a striking and instructive example of what can be accomplished with the concentration of wealth and proper business sagacity towards placing an industry upon the remunerative basis which it so richly merits.

BITUMINOUS COAL.

The Atlantic seaboard soft coal trade in the year 1900 will probably show 5 to 10 per cent increase in production over the previous year. It is thought that generally it will also show better profits to the producer and, incidentally, to the tributary trades allied to it than for the previous ten years. At the beginning of the contracting season every producer recognized, from the preceding year, that more money could be asked for the coal on contracts and, exclusive of the advances in transportation and mining, a larger profit for the coal could be procured. There was in existence at this time an association of the producers whose rules have been observed this year more fully than heretofore, this by general consent rather than by imperative action upon its part and the rule that was most effective, that is as to prices, was lived up to fairly well to the advantage of all. There have been less labor troubles in the regions supplying the Atlantic seaboard than in former years. At the beginning of the season there were some local disturbances which were overcome by advances to the miners by the operators. Based on these advances in other regions, and not for any real trouble among its own miners, there was a strike of nearly four months' duration in the Georges Creek Cumberland region from April 10 to August 1. This in itself, from the amount of coal taken from the trade, did not affect the market seriously, except from its being so very representative of the Atlantic seaboard soft coal trade. This coal and its tendency to the market being used to a great extent by all producers to base a knowledge from. This region, on account of the quantity of this specific coal, has not been able to catch up with its contracted orders to this writing, whereas the market after the strike has been supplied by the lower grades more easily and has shown more difficulty in being supplied as the quality and grade of the coal got better. One of the most important developments to the trade this year has been the Pennsylvania railroad securing control, through its stock purchases and alliances, of all the main line roads transporting soft coal to the Atlantic seaboard shipping ports for trans-shipment to the entire Atlantic seaboard and to foreign countries. This has been regarded in various ways, by some believing that it would create more or less of a monopoly, putting into the hands of a few parties too much control of a great industry, and by others that it would be a great benefit to the trade in that there could be some control over abnormal conditions and wild shippers. Up to the present time, whereas it has been considered at times that there has been undue control used, it has also been seen that what has been taken for this could and was probably produced by natural causes. The general judgment is, as far as can be seen at this early date, that this has not acted disadvantageously, though the operation of monopolistic tendencies cannot be judged of for a series of years, and this can be changed materially by the death of one or a few men. There have been quite a number of new mines opened during the year. These have been offset by the exhaustion of other mines, and it is not believed that the new opening up to this time have produced too much coal for the market. The quantity of coal coming to the market has, to a very great extent, been controlled by the car supply of the main line roads and this question of car supply seems to be the controlling factor of any over-surplus of coal for the market. It has been quite noticeable that the nearerby coals to tidewater have been and are gradually being used up and the available coal for the market is becoming further away every year from this consumption. One of the remarkable developments of the trade this year has been the great demand for foreign shipments. This subject has always been brought forward by THE BLACK DIAMOND, but the world's developments during the last year has increased this more greatly than expected by anyone. The great prosperity of mercantile industries abroad and the large use for her own coals by Great Britain's warships produced such a demand that the prices of coal at the pit's mouth in the old world advanced to such a figure that it permitted the coal of the United States, paying 20 to 25 shillings freight abroad, and giving a large margin of profit for the coal, and a very much larger tonnage has been shipped from this country abroad than ever before. The market abroad for the coals of the United States have been injured and are suffering at the present time to some extent by the shipping of some of the poorest grades as standard American coals. The inquiries early in the year for coal by the foreigner were enormous and showed that they knew nothing whatever of our coals and, accordingly, they had foisted on them many cargoes as the best that they should not have had. This will straighten itself out as the foreigners become more acquainted with our coal and methods, and it is the hope of the trade that this foreign market may become a safety valve for our surplus coal. Incidental to this trade we would say that there are proposals being considered now to use enormous steamships which could discharge at some one point, this point to be used as a distributing depot, and,

by the use of these large vessels and other facilities, the ocean freight would be reduced to such an extent that this hope can be made available.

Trade in the far East felt the shortage of coal last year extremely, and this year generally have been forehanded and, in a great measure, where they have not been able to get the particular better grade of coal desired, they have put in the next best grade that they could get, and have filled up their stocks of coal fairly well for the year until at the present time, all the storage capacities of the various consumers are believed to be normally full and with the production in force, will keep up this storage to its comparative full capacity throughout the season. Along the Sound has taken a great quantity of coal and it seems to have absorbed all the coal that can be shipped, the demand to a great extent varying from the better grades and growing less to the lower. New York harbor trade generally has been quiet, with the exception of the first part of the year, though it has taken about its normal amount of coal. Trade local to the shipping ports and bunkering business has done fairly well, though this trade has worked more in with the general trade this year and has not been so apparent as in the past. All-rail trade has been large. It has taken all the best grades that the producers would give it and filled in with the next better grade that it could get.

Transportation from mines to tidewater has been a variable quantity throughout the year and not to be depended upon as much as shippers would have liked. One main line road might be doing well while others had bad blockades along their lines and vice versa. Car supply to a great extent a controlling factor has been poor during the year. This, probably, because of the great demands on it, as it is thought the total tonnage will be in excess of previous years. In the coastwise vessel market the trade has not seen any great destruction of vessels like in the previous year, and the great number of vessels built seem to have brought up the carrying capacity to as large an amount and in excess of ever before. The class of vessels that have increased the most has been barges, the number of which have grown largely and the size increased. It is also noted that five-masted vessels are not extraordinary now, while we have three or four six-masted ones in use. Coastwise freights have been much lower this year than last and kept very much more even than before—60 to 70 cents alongside, it is thought, being about the average for the year to Boston, with 60 to 65 cents to the Sound from Philadelphia. The prices as originated by the Seaboard Steam Coal Association early in the year for the season's business as follows have been practically maintained: Norfolk and Newport News, \$2.50 a ton; Baltimore and Philadelphia, \$2.35 on the lower grades and \$2.50 on the higher grades; New York, \$2.65 on the cheaper grades and \$2.85 on the better grades. These prices have been cut to a very limited extent and this, it is believed by the more speculative, who had coal on the market which they had difficulty in handling at the time.

To recapitulate: The year has been a prosperous one to the trade, it is believed, without exception, and the prospects for the coming year are good for a large tonnage and good prices, and profits to the producer, the transporter and the allied interests.

CARDIFF, WALES.

Hull, Blyth & Co., of London and Cardiff, in their circular, under date of December 15, say:

Cardiff Coal.—Coal has become considerably scarcer since our last advices, and prices have advanced accordingly:

Best Welsh steam coal.....	19s 0d to 20s 0d	(\$4.56 to \$4.80)
Seconds	18s 6d	(4.44)
Thirds	18s 0d	(4.32)
Dry coals.....	17s 6d to 18s 6d	(4.20 to 4.44)
Best Monmouthshire semi-bituminous....	17s 6d to 18s 6d	(4.20 to 4.44)
Seconds	17s 0d	(4.08)
Best small steam coal.....	9s 6d to 10s 6d	(2.28 to 2.52)
Seconds	8s 6d to 9s 6d	(2.04 to 2.28)
Other sorts.....	8s 0d	(1.92)

The above prices for Cardiff coals are all f. o. b. Cardiff, Penarth or Barry; while those for Monmouthshire descriptions are f. o. b. Newport, exclusive of wharfage, and are for cash in 30 days less 2½ per cent discount.

Freights.—A further decline is noticeable in outward freight rates in all directions. The supply of tonnage is greatly in excess of the demand.

SAN FRANCISCO, CAL.

DECEMBER 22, 1900.

During the week there have been three arrivals of coal from British Columbia with 8,471 tons; three from Washington, 7,650 tons; one from Oregon, 420 tons; one from Australia, 4,150 tons; total, 20,691 tons. There has been an increased demand this week for house grades, which is being delivered freely by jobbers and retailers at full figures. Steam fuel is in fair supply; some of the yards have a fair quantity on hand, and some brands are accumulating, hence we are assured a full sufficiency this winter. The present daily output of fuel oil in this state is fully 12,000 barrels, computing say four barrels (it is somewhat less) to the ton of average coal for steam production; it can be readily seen that a number of large coal consumers are now substituting oil. Coal producers have little fear that they will not find an outlet for their output in 1901, although oil may prove a formidable competitor; their sales this year are in excess of last, and the general increased fuel demand from a number of sources promised in the near future will probably make 1901 the banner year for volume of coal sales. Australian and English shipments are becoming exceptionally scarce, as their high import cost precludes their finding buyers at covering figures. It is many years since the Swansea loading berth for San Francisco was vacant, only one vessel now en route. The last Welsh quotations for freight, cost, etc., landed here, foot up over \$9.00 per ton, making it a luxury instead of a necessity.

The coal deposits of the Crow's Nest Pass district, in the Kootenay region of Canada, are most extensive, enough to supply the world for years.

CHICAGO MARKET.

It is now known positively the amount of the shortage of dock coal as compared with last year at the close of navigation—something over 300,000 tons—but so far as the weather and the demand are concerned it would have mattered little for the time being, if it had been double, or even triple that amount. The fact is the continued mild weather has been somewhat of a staggerer to the trade so far this winter, though the temperature of Christmas week has been rather more seasonable, but the holidays, Santa Claus, gift making and receiving has taken up a very large share of the attention of the coal men, wholesalers, jobbers and dealers. It will require a bountiful supply of 20 degrees above zero temperature to bring about any radical change in this market.

Hard coal is dull and, as the country and suburban dealer discovers that there is little, if any, difficulty in buying what he wants for prompt delivery, he is less anxious and really somewhat careless of the future. There is not the least doubt that a few weeks of real cold weather would test the market, not only as regards available stock, but also as to quick shipment and apparently some of the shippers are anxiously awaiting the opportunity to have their ability to furnish the coal tested. The circular holds steady at \$5.75 for broken and \$6.00 for the domestic sizes f. o. b. Chicago at wholesale, while the retail figures are \$1.00 higher, with very little doing. This is in striking contrast with the condition in the Eastern States. There is quite a scarcity of the chestnut size, and severe weather would speedily disclose that fact.

Soft coal is rather more susceptible to the effect of changes of weather than the hard variety, though even this is nothing comparatively, because they are slight. A few degrees upward or downward is all that the mercury has done so far this winter. This condition of things has not been conducive to a steady market simply because the trade has not been sufficient to absorb the coal produced. This situation has been steady for a long time and is being painfully felt by many of the distributors, and now that the stream of coal which had been going to lake ports has been diverted to the West, the actual position is even worse than it was awhile ago—if that could be. There is no gainsaying the fact that the producers must more carefully scrutinize the conditions at distributing centers before forwarding their coal from mines, for until there is a greater quickening in the steam and commercial as well as domestic demand the weakness in prices so generally prevalent in the West will continue uninterrupted. Shippers, whose main business is away out in the country report a much better condition of things, in fact, some have little of which to complain.

The coke business is fair as regards half-yearly contracts, though prices are but little better. The experiment about to be made of supplying the big steel companies here with furnace coke made from Illinois coal will be watched with interest.

PHILADELPHIA, PA.

DECEMBER 27, 1900.

The anthracite coal trade at Philadelphia has been active during the week. Arrivals have been a little better, but are still inadequate to the demand, which has shown proportionately larger increases than the shipments from the mines. Dealers report that they are getting hardly enough coal to supply their most important trade. Prices, in consequence, are very firm and premiums are gladly offered where coal can be secured. The soft coal market shows a good demand, especially on all-rail trade, while the far East is more or less dormant at the moment on account of the heavy shipments made to that territory lately, and prices there are reported as being somewhat off. Large shippers are, however, letting little go in that direction, preferring to send it to those territories which are more appreciative. Prices generally are fair.

KANSAS CITY, MO.

DECEMBER 27, 1900.

The Sun has played a continuous and successful engagement for the last ninety days. With free seats and the entire population for an audience, it is needless to say that business with him was good. Only once did he curtain drop and that was on the day preceding Christmas, but present indications point to a brief intermission.

Our market is overstocked with most all grades of coal. Sales have been light and collections in coal circles very poor for the last three weeks. One could do a lively business on Cherokee slack and sell some anthracite nut coal, but these are the only two articles that possess any snap. Railroad consumption of coal as well as that of the steam plants goes steadily on, but the condition of the commercial trade is rather stagnant.

Prices have not been absolutely maintained on everything, but so nearly maintained under trying circumstances that much favorable comment is passed by all dealers.

A German syndicate has acquired a vast tract of tidewater coal land near Puerto Cabello. Many European investors have lately arrived here looking for coal. Statistics show that more foreign capital has been invested in Venezuela this year than for ten years past.

BUFFALO, N. Y.

DECEMBER 27, 1900.

There is no surplus of hard coal in this market yet, and there is not likely to be any right away, though the stove size is more plentiful than any other. There is no company that has nearly enough of chestnut, even the Philadelphia & Reading Co. being still engaged in turning down orders from other customers than their own, who want that size. Some are shipping half chestnut to their customers and some a third.

There is a notion here and there that the big companies are getting some surplus and quietly beginning to stock it, with an idea that there is to be a spring strike to meet, but it is stated positively that there is nothing of the sort here, and that in fact there is not surplus enough anywhere to warrant stocking and there will not be for a considerable time.

At the same time it is reported that a general descent was made on East St. Louis soon after the strike ended and kept up till the market broke down, and now all shippers are keeping out of that direction. As one shipper puts it, there is nothing in shipping coal West and selling it for half a dollar less, net, than it will bring here. So when prices come back there will be a resumption of shipments there.

Former reports of the great scarcity of all sizes of hard coal in Canada continue. It will be sometime before the entire section is at all well supplied. It happened that when the strike was over there was such a scarcity of cars everywhere that it was not possible to supply even up to the average, any district in which there was a special restriction as to cars.

There is quite a drive being made by the handlers of hard coal screenings, reported by some to be Lykens, but understood to be a product not quite the same. This coal is selling readily about the city for special purposes, sometimes to make steam with, but oftener in steam-heating plants. It has, to a certain extent, displaced soft coal slack.

There is no variation in the price of anthracite, which sells as follows: Grate, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.75, all per gross ton on board cars at Buffalo and Suspension Bridge.

Buffalo local anthracite: Grate, \$4.50; egg, stove and chestnut, \$4.75; pea, \$3.75, all per net ton on wagons, with \$1.00 additional for delivery.

The general car supply is somewhat improved, but there is quite likely to be a return of the shortage after the holiday lull is over. Anthracite shippers are watching the new all-rail rates made out of Chicago for St. Paul, which appears to have been made on account of the competition across lake made by Pere Marquette. Prices have given so little trouble of late that it will not pay to let them escape now by means of freight competition.

The speculation in regard to office changes consequent on the selling out of the Pennsylvania Coal Co.'s property, of course, continues. It is understood that everything will go on as before, at least for the present.

There is some surplus of soft coal just now, but there is nothing serious, for the consumption is very light during the holidays, and what could be done to meet it by way of restriction of output has been done. There will not be any disturbance of prices on account of it.

The year just closing is a very satisfactory one to the soft coal producer and shipper. Up to about August, 1899, there had been a long period of exceedingly low prices, so that the average shipper with no railroad to help out with its earnings, was losing money most of the time, but now the situation is changed. There is a fair profit and, with a continuation of the prospects, there will be another good year.

Bituminous prices: Pittsburg lump, \$2.50; lump and nut, \$2.40; mine run, \$2.30; slack, \$1.90; Blossburg smithing, \$3.00, all per net ton from cars. Connellsville coke, \$4.00.

Everybody predicts a better lake season next year than the one just past, the coal shortage being certain to contribute largely to this state of affairs.

Franklin Selleck, general sales agent of the Pennsylvania Coal Co., is in Buffalo on a regular business visit.

Following is the amount of coal shipped by lake from Buffalo during the seasons of 1900 and 1899, as given by the custom house reports in net tons:

	1900.	1899.		1900.	1899.
Chicago	710,890	1,068,569	Port Washington.	1,750	.....
Duluth-Superior ..	368,765	706,723	Marinette	1,600	1,685
Milwaukee	413,260	665,931	Washburn	1,100	7,800
Toledo	50,345	43,517	Alpena	1,065	200
Waukegan	44,220	37,550	Menominee	850	4,175
Lake Linden	28,165	19,790	Marine City	675	800
Manitowoc	27,680	20,270	Port Clinton	400	.....
Green Bay	24,645	36,502	Cape Vincent	105	.....
Racine	22,405	34,065	Manistique .....	.....	1,685
Gladstone	17,800	33,571	Cheboygan .....	.....	1,830
Sheboygan	16,165	3,300	Escanaba .....	.....	1,500
Marquette	12,680	11,645	Muskegon .....	.....	1,350
Sault	8,665	10,971	St. Joseph .....	.....	680
Hancock	7,450	7,250	St. Clair .....	.....	540
Ashland	7,370	7,500	Kelley Island .....	.....	525
Bay City	6,065	5,251	Sandusky .....	.....	500
Depere	4,890	.....	Algonac .....	.....	500
Houghton	4,050	3,000	Mackinaw .....	.....	400
Portage	3,475	3,675	Grand Marais .....	.....	300
Kenosha	3,375	7,475	Canadian ports ...	32,455	54,155
Port Huron	3,200	6,260			
			Total	1,825,760	2,815,165

The Canadian distribution in 1900 was 20,745 tons to Fort William, 3,770 tons to Port Colborne, 2,400 tons to Depot Harbor, 1,170 to Amherstburg, 1,010 tons to Parry Sound, 940 tons to Port Arthur, 700 tons to Garden Island, 650 tons to Sarnia, 480 tons to Port Dover, 450 tons to Syng Inlet, and 240 tons to Port Burwell. As these cargoes pay duty they are exact, while the cargoes to American ports are not.

It is stated that the Bohemian parliament, or "diet," is considering the advisability of a state monopoly of the sale of coal, the price to be fixed by a committee of impartial experts.

A CENTURY'S PROGRESS.

What changes have been wrought in that giant industry, coal, during the nineteenth century. At its opening, in 1801, bituminous coal was but sparingly used as a domestic fuel outside of the metropolitan cities of Europe and the United States. Its product, gas, was also used in the larger cities only for illuminating purposes. Wood was the principal domestic fuel—almost universal beyond city limits. Coal mines the world over, except in England, were few and very far between. Anthracite was practically unknown commercially. The mining tools and appliances were much the same as they are today, with the exception of those connected with the power house. The miners groped around at the bottom of the shaft with candles, or lanterns, and a huge blazing fire was kept burning at the foot of the shaft for ventilation. Unsightly walking-beam engines were used for pumping and hoisting purposes, and if a mine shaft in working order could be reproduced for a modern miner's edification, he would wonder how his century old brother produced coal and made a living at it; but he did, and a very fair one, as wages went in those days. But the men were beset with danger, and explosions of gas were frequent, accompanied by all the horror of the after-damp. These occur today, but in nine cases out of ten the fault rests with the venturesome miner going to his room at the breast of the coal before inspection by the fire boss. But danger as it existed a century ago is no longer to be feared in a modern mine. The revolution and changes from then to now were painfully slow and very gradual for the first fifty years, after which the advance was by leaps and bounds, and particularly so during the closing decade, when the electric fluid was made to play such an important part. A hundred years ago the miner, with pick and shovel, and the aid of powder, labored long and hard to produce a ton or two of coal—twelve to fourteen hours. Today what do we see? Men work eight hours a day, and with mining machines which undercut and shear the coal, can produce in that time an amount ranging from three to ten tons. The introduction of electricity and cutting machinery into mines has so greatly simplified matters that coal in the United States can be produced faster and in greater quantities than it is ordinarily required; or, if the pick, drill, and other modern tools are used, the result is much the same, except that the tonnage produced is less. But the strides that have been made in the mining of coal can also be seen in its preparation and transportation. Electric motors are used to haul the coal underground to the bottom of the shaft, thus displacing thousands of mules. After it is hoisted it is so carefully screened that it is divided at one operation into lump, egg, nut, pea and screenings, all of which is distributed into different cars. At many mines motors are used to make up the separate cars into train loads. Compressed air, also, plays a very important part as a motive power in mines, and will do a great deal more ere long. This could be continued ad infinitum, but enough has been written to give a pen picture of the result of a century's progress in the mining and getting of coal.

SEATTLE, WASH.

DECEMBER 24, 1900.

The greatly increased demands at Tacoma and this port for coal from Alaska and Hawaii have reduced the shipments to California to a minimum, and the trade there, which is more or less dependent on receipts from this state, are nonplused. Some of the larger dealers, notably C. I. Farrel, of San Francisco, was at Tacoma and Seattle recently to investigate the supply question. After looking around he was satisfied that the local demand here, together with the bunkering business, would absorb all coal mined and shipped to the coast this winter. However, as development proceeds, it is believed that the production inside the first year of the new century the supply will be more on a par with the demand. Prices are high and firm.

CONNELLVILLE, PA.

DECEMBER 24, 1900.

The Courier says: "There was quite a spurt in coke production in the Connellsville region last week. In round numbers 500 ovens were added to the active list and their production was included in the week's shipments, while the total production of the district shot up 10,000 tons, the best showing it has made in a week for a long time. Shipments were not quite as heavy as they were the week before, but they will likely regain what they lost this week. A good many consumers of blast furnace coke are covered for first half of year by contracts. We quote strictly Connellsville furnace coke at \$2.00 and foundry at \$2.25 to \$2.50 a ton. In exceptional cases our price on blast furnace coke has been shaded. Some contracts for next year's supply of coke have already been closed, but since they art at delivered prices, it is impossible to judge closely what the figure at oven was. It is understood that the producers of the Connellsville region are holding for \$1.80, while in the Pocahontas district \$1.65 was done some time since."

In the forest at Spires, near Strasburg, Germany, a vein of rich natural gas was found at a depth of thirty feet. The drilling operations were under the management of John M. Wilber, a Pennsylvanian.

ON THE WING.

THE BLACK DIAMOND wishes a happy and prosperous New Year to all its readers, friends and patrons.

The Government of Chile has invited tenders for 50,000 tons of bituminous coal for the railroads of that country.

The Valley Coal & Stone Co. is a new organization chartered, during the week, under the laws of Pennsylvania, at Johnstown; capital, \$25,000.

A Cleveland correspondent says: "A number of charters have been made at 50 cents per ton for coal at the opening of navigation in the spring."

President Hill, of the Great Northern railroad, it is stated, admits that community of ownership is extending to the Northwest, but adds that a property must have inherent merit to be benefited thereby.

Mr. F. P. Loomis, Omaha, Neb., was a "stop-over" at Chicago this week, en route home from Cleveland, where he had spent Christmas with his wife. He made a pleasant call at the offices of THE BLACK DIAMOND.

The coal shipping interests of the Atlantic coast are looking toward the use of barges for a reduction in the cost of carrying coal. A number of barges with a powerful tug to tow them are now under construction.

In connection with the recent purchase of the Pennsylvania Coal Co., another big transaction is recalled. It is the acquisition by the Philadelphia & Reading Co., in 1871, of 100,000 acres of coal lands at about \$40,000,000.

The Kirk-Woods Coal Co. believes in expansion and has founded the town of Kirkwood, near Pittsburg, Pa., where it has purchased a large tract of land which, when fully developed, will give employment to some 2,000 men.

The W. L. Scott Co., Erie, Pa., shippers of anthracite coal, have issued, with their compliments, a neat vest-pocket diary calendar book, bound in leather, and having the imprint of the firm stamped in gold on the cover.

Strong efforts are being made to organize a local coal exchange at Cincinnati, Ohio, from the present Social Club. An organization on the right lines will undoubtedly inure to the benefit of the trade in the Queen City.

Nearly all the mines in the New River & Kanawha coal districts of West Virginia, along the line of the Chesapeake & Ohio railway, have been joined under the name of New River & Kanawha Coal Co., with a subscribed capital of \$200,000.

Captain Sam T. Brush, general manager of the St. Louis & Big Muddy Coal Co., Carbondale, Ill., with mines near Carterville, sole proprietors and producers of Hurricane coal, was in Chicago this week and made a pleasant call at the offices of THE BLACK DIAMOND.

The fire insurance rates on bituminous coal in Chicago are lower than any other city in the West, being 75 cents against 2 to 3 per cent elsewhere. It is reported that the underwriters' association will be asked to advance the rates on this class of property at its next meeting.

H. Konald & Son, of New Haven, state that coal is arriving very slowly, and prices rule firm. They say that coal is costing them \$5.25 to \$5.50 f. o. b., and with a freight rate of 60 to 80 cents added, it makes the retail price rather high. They do not look for any special reduction in prices before spring.

The German coal mine syndicate has agreed to produce 10 per cent less coal than the syndicate allotment after January 1 in order to maintain prices in Germany. This has been a matter for some sharp criticism abroad, and certainly would not be tolerated in this country, as our alleged trusts are certainly not a patch on it.

The officials of the Lehigh Coal & Navigation Co., Tamaqua, Pa., are jubilant over the fact that the fire in the celebrated burning mine at Summit Hill, which started forty-two years ago, is now under control, and it is said that the next two years will see its extinguishment. The fire, which has consumed about thirty-five acres of the finest coal land in the anthracite region, has moved westward toward Lansford.

The Chicago & Northwestern railroad will build a new coal dock at Escanaba, Wis., next year. The plans of the dock have been made and are in the hands of the chief engineer. Work upon the dock will be commenced as early in the spring as the weather will permit, and it will be pushed to an early completion.

THE BLACK DIAMOND thankfully acknowledges the receipt of handsomely illustrated calendars from E. T. Slider, New Albany, Ind.; the Man-court-Olmsted Coal Co., Columbus, Ohio; the Ottumwa Box Car Loader Co., Ottumwa, Iowa; Marquette Third Vein Coal Co., Davenport, Iowa; Crescent Coal & Mining Co., Chicago, and Miles & Co., Peoria, Ill.

At a meeting of the directors of the Flemington Coal & Coke Co., held last week, G. Clinton Gardner was elected president in the place of J. D. Redding, who resigned. Mr. Gardner was formerly general superintendent of the Pennsylvania railroad, and being closely connected with the Baltimore & Ohio, some changes may be looked for in this company under his management.

As a shibboleth to the prices on new contracts for 1901 on hard coal it will be of interest to know that the bids for coal awarded by the board of education of Philadelphia, last week, for the supply of their public schools are about 40 cents a ton higher than the awards made for deliveries last summer. This is only another indication of the general advance in prices and the possibilities of their continuing throughout the year.

The steamer Continental, one of the oldest Sound liners, is being stripped of her furnishings and machinery and will be sold. She no doubt will be converted into a coal barge and will join the fleet to which other old boats, including the Narragansett, of the Stonington Line, have been relegated. The Continental, a "palace" steamer when built, was paid for out of the profits made in transporting troops during the civil war.

Norman McClintock, a coal operator of New Castle, England, was in Chicago this week. Mr. McClintock, who has been making a tour of some of the coal producing states, says: "The best authorities now claim that at the present rate of consumption there is but coal enough in England to last fifty or sixty years, and the tendency is to increase the consumption rather than diminish it, despite the great strides made by electricity."

Mr. George F. Getz, Old Colony building, Chicago, who sailed from New York October 22, for Europe, and who has been residing at Naples, Italy, has gone to Cairo, Egypt, for the winter. A letter from him prior to sailing for Alexandria, dated December 5, says: "I have gained thirty pounds since I left the States." His legion of friends in the coal trade will be glad to hear of his steady gain in health and strength.

A mountain of coke is being piled up by Carnegie, at Thomson station, near Duquesne, Pa., to be used in case of a shortage at the Duquesne blast furnaces. During the past three weeks 1,000 cars of coke in excess of the supply of the furnaces has been received. Already there are 20,000 tons of coke in the pile, which will be trebled within the next two months. This mountain of coke will rival the famous mountain of coke which the Carnegie Co. maintained for years at the Edgar Thomson works.

Mr. W. W. Jackson, trustee for the estate of George D. Jackson, deceased, of Dushore, last week completed negotiations with M. J. and A. J. Murray, of Dunmore, and P. H. Morgan, of Scranton, whereby the latter became the lessees of 400 acres of valuable coal lands in Sullivan county, Pennsylvania, a breaker near Bernice with a capacity of 1,000 tons a day of prepared sizes and will put in a complete mining plant. The Mr. Jackson referred to is well remembered by the Chicago and Western coal trade generally.

The Chicago Extension Oil Co., Bakersfield, Cal., and 115 Monroe street, Chicago, was organized by parties actively interested in the Chicago Oil Co. The company owns 440 acres of land in the oil belt of Kern county, California, and, as big producing wells are all around them, there is every reason to believe that their acreage will prove equally prolific. The new company was organized in the interests of the stockholders of the Chicago Oil Co., and the allotment of stock in the new company will be double the amount of stock which each holds in Chicago Oil Co., at the rate of 5 cents per share, par value of same \$1.00 per share. That is to say, for each share of stock held in the Chicago Oil Co, the holder is entitled to twenty shares of stock in the new company at the rate of 5 cents per share. Messrs. D. E. Bell and Sidney P. Hostler, well-known Chicago coal men, are on the roster of officers and directors.

Official announcement has been made that the new contracts offered by the anthracite coal roads have been practically accepted by the individual operators and that these contracts allow the operators 65 per cent on the f. o. b. selling price at tidewater instead of 60 per cent, as heretofore. Each operator is to be left free to sell his coal to whatever carrying company he chooses, though the contracts are to be perpetual. It is stated, however, that a number do not favor making a perpetual contract and are disposed to sell rather than submit to the terms.

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All the anthracite coal companies are working their mines to their utmost, and every effort is being made to get out a big tonnage this month. During November the production of anthracite coal by all the companies was 4,944,799 tons, and it is believed that the output for this month will be fully as large. The production for eleven months ending November 30 was 40,032,295 tons. The output last year was 47,665,203 tons. It is expected that fully as much coal will be produced this month as was in November, which would bring the total output for the year up to 45,022,295 tons.

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The Washington Coal & Coke Co., Dawson, Pa., with sales offices in Pittsburgh, has issued to its friends and patrons a thoroughly practical diary for 1901, which it calls "Congress Commercial Reminder," with two business days to each page. It also contains a fund of information in regard to domestic and foreign postage, summary of war revenue law of 1898, rules for computing interest, synopsis of the national bankruptcy law, weights and measures, with metric equivalents, etc. It is embellished with several excellent views of the mines, ovens and railroad owned by this progressive, up-to-date concern.

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The Karthaus Coal Co., with mines located at Karthaus, Pa., and head offices at 11 Broadway, New York, was incorporated under the laws of New Jersey as follows: Capital, \$1,000,000, par value \$100. Preferred shares 5,000 7 per cent cumulative; common stocks, 5,000. The following directors were elected: G. E. Green, of Binghamton, N. Y.; W. J. Dunham, Buffalo, N. Y.; W. P. Coleman, New York; W. Brown, New York; A. Cammaek, New York; H. W. Smith, Clearfield, Pa.; G. D. Curtis, New York; W. L. Stowe, New York; H. M. Earle, New York; S. L. Smith, 11 Broadway, New York, and D. C. Boggs, Germantown, Pa.

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A Pittsburgh correspondent writes that: "Railroad officials announce, this week, that the freight traffic managers of the initial roads leading out of Pittsburgh have decided to reduce the rate on coke from the Connellsville region 30 cents a ton to Philadelphia and Baltimore, and proportionately to other points on the Eastern seaboard. It is stated that the rates west to Pittsburgh and Chicago will not be touched for the present. About one-fourth of the entire output of the Connellsville region goes out east. The reduction will mean much to the Connellsville operators and Eastern buyers. The operators have demanded reductions for some time, but they were particularly interested in the rate to Pittsburgh and the West."

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The retail trade in Brooklyn is even worse off than in New York City, as, in addition to having no better supply, and in some instances even worse, they are getting less money for their product. Most dealers are selling at \$5.50 a ton for free burning coals and have been obliged to pay as high as \$5.00 f. o. b. for stove coal in order to get any coal to sell. This certainly leaves a very small margin, if any, for the dealer who handles on an average 10,000 tons a year, and it is difficult to understand why it is done, though no doubt if some of the big concerns would hold up the umbrella for the weaker ones better prices could be secured, which, however, does not seem likely, as the trade there appears to be more at odds than for some years past.

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The Philadelphia Telegraph says: "A material addition is to be made to the Reading Coal & Iron Co.'s fleet of steam vessels, tugs and barges, already the largest of any coal carrying concern in the country. Contracts have been let to the Neafie & Levy Co. for the construction of a sea-going tugboat to be named the Carlisle and to be built upon the pattern of the Tamaqua and Catawissa. To Robert Palmer & Sons, of Noank, Conn., goes the contract for the building of ten sea-going barges, eight of which will be of 1,600 tons and two of 3,000 tons capacity. These barges and tugs are to handle the product of the Philadelphia & Reading Coal & Iron Co. for the New England trade. The company owns at the present time a fleet of seventy coal barges with a capacity greater than that of the barges of any other coal carrying company. Its steamboats, tugs and barges are all named after terminals and stations of the Philadelphia & Reading Railway Co. and collieries of the Coal & Iron Co., the latter being applied to barges only. That the name of the new sea-going tugboat is to be the Carlisle is in itself significant in that this junction is not as yet under the control of the Reading railway system, but indications point to the fact that within a short time it will form one of the distributing points in the contemplated scheme of Western traffic."

The meeting of the Retail Coal Exchange of New York, which was called for Friday night last, ostensibly for the purpose of talking over the price question and, if possible, recommend an advance to \$6.25 a ton on white ash coals, was poorly attended and no action of any kind was taken. The majority of the larger dealers say that while it is pretty hard sledding at the present figures, where premiums have to be paid to secure coal, yet they believe it would be an unwise policy to make an advance on market conditions that are purely circumstantial. The prices obtained today are generally \$6.00 a ton, though some of the smaller dealers are only getting \$5.75 for free burning coals.

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The International Coal Co., of Vera Cruz, Mexico, has established a coal discharging plant in that harbor. This plant consists of four hopper barges, capable of storing some 300 tons each, and fitted with a contrivance of self-filling buckets, running on wires and worked by steam power, by means of which coal is automatically taken from the hold of a ship, run the length of the barge on an elevated wire-way and discharged into railway cars through chutes. This machinery was taken from this country, and the owners assert that the plant is giving good results in Vera Cruz. They have discharged as much as 1,000 tons per day. The capacity of the plant is 1,600 tons per day of ten hours. The International Coal Co. is said to work in connection with the Munson Steamship Line.

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Notwithstanding the great dearth of coals in the retail trade in New York City since the strike, we notice some very heavy tonnages have been handled. Curtis & Blaisdell, during the month of November, passed over their three scales, 13,000 tons, and since then have been running about 600 tons a day. Some of the dealers, however, have not been quite so fortunate in getting a regular supply, as it is known that a number were entirely out of the more active sizes for several days during the week, and their total tonnages have, in consequence, suffered. The dealers handling the largest tonnage seem to have suffered the most for coal, as the dealer who handles, say a cargo a week, has ample time to get in another boat load while one is being consumed, while the dealer using a cargo and upwards a day has found the greatest difficulty in securing enough coal to keep his wagons going.

CATALOGUES.

The Jeffrey Manufacturing Co., Columbus, Ohio, has issued the special Saw Mill Catalogue, No. 57, in which is illustrated chain belting, conveyors, elevators, steel cable conveyors, carriers and labor-saving appliances for the saw, lumber and wood working industries.

The price lists in this catalogue take the place of and supersede all those in former issues, and are subject to change without notice.

Estimates and plans will be furnished upon application, together with complete working drawings, and, if desired, competent millwrights will be sent to superintend the erection of machinery.

The catalogues will be mailed to interested parties on application to any of their branch offices in Chicago, Buffalo, Philadelphia, St. Louis or Denver.

CHICAGO TRACK COAL DEALERS' ASSOCIATION ANNUAL MEETING.

The annual election of officers of the Chicago Track Coal Dealers' Association was held Friday evening, December 21, 1900, and the following officers elected for the ensuing year: President, T. J. Raycroft; vice-president, Delos Hull; secretary-treasurer, W. C. Luhnnow; directors, S. B. Jones, E. Lloyd, George W. Sandel, J. W. Thomas, W. P. Worth.

Mr. Raycroft, who has so ably filled the position during the past year, was re-elected without opposition, as was also Mr. W. C. Luhnnow, the secretary-treasurer. Mr. Hull, the new vice-president, has had extensive experience in association work. This, with his charming personality, makes him a valuable addition to the organization.

NOTES OF THE MEETING.

The election was conducted on the Australian system and the new officers are now practicing the kangaroo walk.

Installation of officers at the next regular meeting, January 4, 1901.

GREAT FAN FOR THE BERWIND-WHITE MINES.

The largest steam fan for coal mining purposes that is now in operation is said to be that used by the Berwind-White Coal Co., at Windber, Pa., says the Pittsburgh Post. The fan is used constantly, and the company officials claim that with it they are enabled to carry on work in their mines with a greater degree of safety and comfort for the miners than at any time in the history of coal mining. Since the completion of the fan, however, it has been determined to install a still larger fan, the dimensions of which have not been made public. This new fan is now being constructed at the Cappel fan works, in Jeannette, on plans prepared by William E. Clifford, a mining engineer, and will be completed in a short time.

The perfection with which these mining fans are operated has become a matter of great interest to mining companies, where they form such a vital part of the operating machinery, and under the system adopted by the Berwind-White Co. it has been possible to secure the operation of the fan with only a direct loss of about 7 per cent in the power of the engine operating the machine. The force thus obtainable for the mine is enormous, and it is claimed that one of the large fans has power sufficient to blow a human form completely out of its path, as though it were chaff.

NEW COAL WHARF FOR THE DELAWARE, LACKAWANNA & WESTERN RAILWAY CO.

The coal department of the above company believes in "expansion," at least, in the coal business. Scranton coal is in demand. The trade in it is expanding and facilities for receiving and delivering must be expanded accordingly, at least so thinks S. C. Schenck, agent at Chicago.

Impressed with the necessity of immediate action along these lines the company has recently purchased a large tract of land, in Chicago, on the west side of the stock yards branch of the Chicago river, at the Thirty-fifth street crossing. The tract is admirably located for a coal yard, having a frontage of 665 feet on the Chicago river, 422 feet on Thirty-fifth street, 458 feet on Iron street, and, besides the tracks of the Junction railroad, runs the full length of the property on the West.

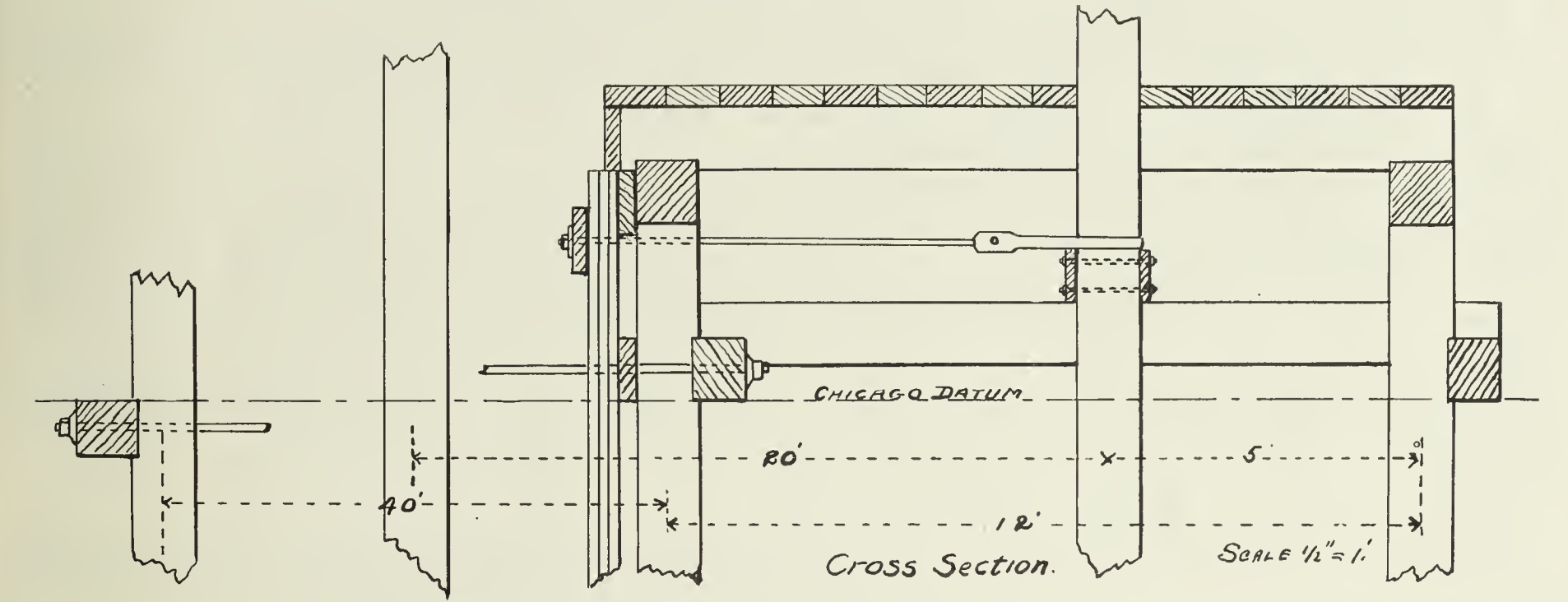
On the river front of this tract it is proposed to construct a strictly modern coal wharf, on which will be operated the most approved coal handling appliances for receiving the cargo from the company's vessels and transferring same to immense storage bins or direct to cars and wagons, as circumstances may require.

In the wharf in question particular attention is being given to the anchorage.

Forty feet back from the face of the wharf a row of piles is being driven five feet between centers; back of these piles is dug a trench nine feet in depth; at the bottom of this trench is buried a back log, and each five feet for the full length of this back log an iron anchor rod one and one-half inches in diameter extends to the wharf, thus absolutely preventing any pushing out of the face of that structure.

The front of the wharf is built on the harbor lines officially determined by the city and approved by the United States secretary of war. Piles are driven to bedrock along this line every five feet. Twelve feet back of this front row of piles is a second row, the piles of which are spaced two and one-half feet between centers.

Directly behind this second row of piles are driven the oak sheet piles, six inches in thickness, to hold intact the body of earth behind. On the theory that the best is none too good and the strongest none too strong, steps have been taken to utilize, in the new structure itself, a model of strength and substantiality, all of value in the original structure, the submerged portions of which are still good. The piles and sheeting whose tops have long since decayed are good and sound whenever submerged and the



A large force of workmen began operations on the wharf on the 18th instant, and it is planned to complete the entire construction not only of the wharf, but of the coal-handling appliances, buildings and all other parts of the superstructure before the opening of navigation in the spring.

On account of the proposed heavy loading of the wharf and the grounds directly back of same and the stiff and rigid foundation required for the high coal-handling machinery, which receives and discharges the vessel coal, a double-front type of construction has been adopted for the wharf instead of the standard single front so prevalent along the Chicago river.

To the casual observer a well constructed wharf consists simply of what is visible above the surface, viz. a few piles driven, sawed off, capped and planked over for a flood, while the system of anchorage, which is the vital and the really expensive part of the structure, is wholly invisible.

deeply buried anchor rods are well capable of a "pull altogether" for several decades to come. So what is good of the old structure is to be incorporated into the new.

For the foundations proper of the coal-handling machinery, separate and independent piles are to be driven so that vibrations due to vessel movements alongside the wharf may not be imparted to the machinery.

These foundation piles are spaced ten feet apart longitudinally, and twenty feet apart transversely. They are to be strongly tied and braced and will support the tall columns over the tops of which run the tracks of the coal hoist.

The entire plant, when completed, will have an unloading capacity from vessels of 2,000 tons in ten hours; of loading to dealers' carts and onto cars for shipment to the country, of 3,000 tons in the same period, while for winter stock it will have a storage capacity of 100,000 tons.

COAL MINES IN SPITZBERGEN.

To obtain fuel from the arctic regions seems almost a paradox, but a Berlin correspondent states that good seams of coal have been found on the western side of Spitzbergen and are to be worked on the most improved business principles. That carboniferous rocks existed in the island has been known for some time, but during the past summer experts were dispatched from Norway to ascertain whether the mineral was sufficiently abundant and accessible to be worth working. Their reports were most favorable. Good furnace coal has been found in Green Harbor on the south side of the entrance of the ice fjord which pierces so deeply into the western flank of the principal island that the latter is almost cut up into parts by the meeting of inlets from opposite coasts. At another place in the same fjord three of the seams are from six to nine feet thick and, as they are above sea level, must crop out at the surface. The larger and eastern part of Spitzbergen is more or less a plateau and the strata are horizontal, ranging from the period anterior to the carboniferous to that in which our chalk was deposited. The western part is mountainous and consists of older crystalline rocks, but uplifted portions of these sedimentary strata here and there rest upon them, as is the case where these seams have been discovered. In such circumstances the fields are likely to be limited in extent, and the seams may be tilted at high angles or broken up by faults. Still as the coal can be worked by adits its accessibility and the consequent economy in labor will be a compensation. These discoveries make it highly probable that larger and perhaps richer fields exist in the eastern part of the island, which, however, will be less easily reached. The effect, direct or indirect, of the gulf stream opens the west coast of Spitzbergen in summer, but the other is more difficult of approach.

It is stated that even in the sheltered ice fjord the coal cannot be shipped

directly from the land, and the piers must be removed before winter, during parts of which work will have to be suspended. But when the coal has been followed for some little distance from the surface there will be nothing to prevent the miners from going on even to December. The ground, no doubt, is permanently frozen for a considerable depth, but the temperature will rise steadily as the distance from the surface increases and will be uniform. After a while the mine will be more comfortable than any house. As it is the party will winter in the island from the first and the longer they can work the more healthy they will be. But Spitzbergen may not be the only arctic island in which coal occurs, though, perhaps, it is the most favorable for commercial purposes. The fuel may be found in Franz Josef Land; beds full of fossil plants occur near Eira Harbor—of later date, indeed, but in rocks which elsewhere occasionally produce coal. From Novaia Zemlya Colonel Fielden brought back specimens of limestones which experts assigned to an age very near that of the English coal beds, and other localities could readily be named. But these masses of fossil vegetable matter indicate curious changes in the climate. Nowadays nothing bigger than the stunted polar willow grows in Spitzbergen. Even in the extreme north of Norway the hardy birch is dwarfed. Yet these ancient plants formerly almost rivaled forest trees and the change was late in coming. A temperate climate existed as far north as the seventeenth parallel, and in Greenland beds of brown coal were formed even in the tertiary era. At that time the plane, the magnolia and the vine flourished in the latitude of Disco bay.

The miners in Bohemia are about to engage in a strike to enforce an eight-hour day.

Among some of the natural products of Routt county, Colorado, are anthracite, bituminous and lignite coal and oil.

END OF THE CENTURY COAL REVERIES.

By THE BLACK DIAMOND'S Special Traveling Correspondent.

The dawn of a new century impels even the most prosaic mind to pause and meditate, to ponder over the past and to make conjectures as to the future. If the coal trade is already ordinarily treated to statistics galore at the beginning of every new year, there will be almost no end to the statistics for the century now drawing to a close, which may now be compiled. In concise and terse form will thus be pictured to the coal merchant the enormous growth of the output and consumption of coal. To the pensive minded coal merchant a thousand and one grave problems will present themselves as a result of these statistics. Will the upward tendency continue or will the reaction set in? Have the business methods of the past been such that they should be continued or should they be improved upon? In fact, there is no end to the questions that present themselves, once this thread of study is taken up. Ever since coal established its hegemony over wood as a fuel for household and commercial use there have periodically cropped up what at first sight appeared to be deadly enemies of the black diamond. Gas motors, gas engines and gas stoves, electricity in its many forms and appliances, compressed air and all the hundred and one other inventions that at first promised to bring about certain curtailment of the consumption of coal, they have all come and stayed—and the consumption of coal has steadily increased. Until the perpetuum mobile is once an established fact, the basic supply of all heat, of all power, and of all light will be coal and its supremacy as a fuel is, as far as human calculation permits, assured for the next century. As to the supply, let the geologists worry on that score. To the dealer there present themselves live problems of a far more contemporaneous nature.

From the individual operator has sprung the company which, in many cases, is more or less identified with the carrier that conveys the product to the distributing centers and the dealer who, fifty years ago, was usually located in a hut adjoining his yard, has taken up his quarters in well and sometimes luxuriously appointed offices. The coal trade has not been the only industry in which the concentration of capital has been the salient feature for the past twenty-five years, nor has the United States been the only country in which the coal mining interests have thus been solidified. Pick up any current issue of a German paper and you will find the coal mining syndicate of that country hauled over the coals with more venom than our yellowest daily is wont to utter. It is, indeed, difficult to reconcile the small merchant to the indisputable fact that huge aggregations of capital have wrought a good deal of benefit and that on the other hand intelligent management, perseverance and honesty are assets that will sufficiently offset the greatest capital and insure independence for their possessor. Large capitalists are conservative and the stability of coal is, in a large measure, due to the fact that its production is largely controlled by men who are not swerved hither or thither by outside influences. In certain circles there is a disposition to bewail the fact that consolidations and mergers in the retail trade have of late become more numerous. There need be little fear that in the retail trade business capital will ever supersede good-will in importance, and good-will is an asset that is in a large measure the inviolable property of the person that created it. Perhaps in no other line of trade are the personality of the merchant, his ability and methods of such vital bearing on the result as in the coal business. The immediate distribution to the consumer will therefore ever be a field in which the man of brains, tact and integrity will reap the largest reward. The retail trade, moreover, is in a very healthy condition but would seem to be in need of a tonic, and that tonic is progressiveness. During my travels I have seen dozens of newspapers containing the advertisements of one or another coal dealer. Usually these advertisements are run in the same shape, year in and year out, and, to my mind at least, are very poor business getters. In a small city I should deem a personal letter to every prospective and possible customer as the best advertisement, and I would repeat this treatment periodically. In a medium-sized and large city I should want to tell my story, if I would advertise in the newspapers, that is, I would not be satisfied with the mere announcement that I sell coal, but I would tell what kind of coal and at what price, so that the woman or man who sees my ad. will be able to make up his or her mind at once whether to give me an order. Here is just an apparently trifling instance of some of the prevailing shortcomings. If I had a solicitor or salesman I would make him bring in a daily report not merely of his orders, but of his calls, with a remark after each name of what the party seen had to say. If the reply was "call later," I would make a note in my diary on a day about a month hence and then insist that the party be seen again, and I would bring this method down to a recognized system by which everyone in my employ would have to abide.

It is systematic go-aheadiveness that the retailer stands most in need of. A very extended sermon might be preached on these topics, but it would be most interesting to let the coal dealers have their own say as to the advantageous innovations that might be introduced for the benefit of the entire trade, using THE BLACK DIAMOND as their forum.

POSITION OF THE COAL ROADS.

According to the Wall Street Journal: A high official of one of the leading coal companies says: "The coal companies have never been in such a strong position in one way as they are today. The country has grown up to the capacity of the companies to produce. With the exception of the six weeks of the strike there has been practically unlimited production, and yet today the market is bare of coal and prices are as stiff as they can be. The only weak point is the strength of the labor situation. The success of the strike has made every man a union man in all the companies. This means that the companies will have to give up a great deal more in wages than probably the managers will feel they can afford to give, but a refusal will mean a strike again next April, and it will then be more costly to maintain because of the better organization of labor. Lately, it is of very great importance that the ownership of large individual companies has changed to the largest companies and the business has therefore never been so strongly concentrated in a few hands as it is today."

REQUISITES IN A GOOD FOUNDRY COKE.

Freedom from sulphur is very necessary in foundry coke, as the sulphur is largely taken up by the iron, thus reducing the chances of obtaining soft castings very considerably. The coke should necessarily be close grained and hard. Brittle coke which falls very easily into small fragments makes a bad foundry coke, says a writer in the London Mechanical World, because it wastes in breaking, and in the furnace is apt to disintegrate quickly, the "bed" being rapidly lost, and melting seriously hindered or stopped from this reason. Too soft a coke will serve one in the same way, and instead of getting the iron down in a really fluid state, it comes pretty nearly as thick as black treacle. With hard coke you cannot well lose the "bed" or get sluggish metal, unless by sheer carelessness or neglect. Good foundry coke should be free from anything passing a 1½-inch ring, should require a heavy blow to break it, and while of even texture should be free from rusty or metallie looking stains. For economy it should be quite dry when purchased, and in a dry state should have a somewhat metallic ring when struck together. Color cannot be depended on as a guide to quality, for while the old system of coking produced a silvery coke, the new ovens do not produce this silvery appearance, although the coke is quite as good for melting purposes.

Gas coke is of no use under a blast, as it is too soft. It can be used for brass furnaces where brass and other soft metals are being dealt with, but with iron it is very expensive even when thus used, as it takes about one hundredweight of furnace coke against from two and a half to three hundredweight of gas coke to melt a given weight of iron.

The coke necessary for melting a ton of iron is a very variable quantity, for while theoretically somewhere about 40 pounds should be enough, after making allowance for inert substances combined with the fuel, in practice very much more is required, and in some cases it has been found that nearly 400 pounds per ton has actually been used. Steel takes 650 pounds of coke per ton, and iron, about equal parts of medium scrap and hematite pig, 107 pounds of coke per ton, although at times an average of 90 pounds was maintained. If the coke consumption of an ordinary foundry cupola can be kept at an average of 160 pounds per ton of iron melted, there should be little cause for complaint. The best size for use is that which passes a 9-inch ring and is retained by one 3 inches in diameter. Purchasing wet coke is a disadvantage, as it is easy to get quite 10 per cent of water, which is expensive. With ordinary care and the usual commercial ability to carry on work, 160 pounds of coke per ton of iron melted should be a good average for the usual run of the ordinary foundry.

AMERICAN COAL FOR EUROPE.

Norman McClintock, a coal operator of Newcastle, England, who has been traveling in this country making observations upon coal, coal mining, transportation and consumption, was in Chicago this week, says the Tribune. Describing the European coal conditions and the American opportunity, he said: "The royal commission in England which investigated the coal conditions from about 1865 to 1871 reported that there were then extant in England, Scotland and Wales some 81,000,000,000 tons of coal. Since 1871 much of that has been consumed; also much territory supposed by the commission to be coal-bearing has proved in fact coal-barren. Then their estimates were made upon a basis of all coal lying above a 4,000-foot depth. But practically, on account of the heat and cost of lifting, such a depth is incapable of being worked.

"The best authority now estimates the coal supply in England at about 15,000,000,000 tons, or enough at the present rate of home consumption to last England fifty or sixty years. The rate of consumption, however, will tend to increase rather than remain stationary. Upon its coal supply virtually all the industries of England and Scotland depend. Hence there is much searching of heart among us, and the necessity is laid upon us of economizing in fuel, of getting the maximum of heat units and doing it with the least waste.

"Also, it is seriously proposed and I believe we shall come to it—to prohibit practically all export of coal. As a military measure prohibition would be salutary, as we supply the navies of the continent with Welsh steam coal. We also export immense quantities of coal to France and Germany.

"The French coal mined in northeast France, in the department of the Nord, is not limited in quantity, but is of inferior quality, being mostly lignite, much like your own Illinois coal. So likewise with the German coal mined on the lower Rhine.

"If England no longer exports coal, where is Eu. Scandinavia has no coal; there is none within a pos are demanding American coal on the continent. Can America supply them? You have the coal, both in quantity and quality; the only question is the Atlantic. Can you make transportation cheap enough to lay down coal in Havre and Antwerp at a profit? If I were an American I should favor heavy subsidies for your ships. Increase your merchant marine, cheapen transportation, and you will increase your exports, and, along with others, that of coal.

"I have been much struck with your mechanical devices and your labor-saving machinery. Why, with your machines you can move coal from cars to boats or to carts at about 3 cents a bushel cost, while in England and France it costs as high as 20 or 30 cents. Would you believe it? But it is true. What you do by steam and hoists we in the old country do by baskets and men's arms."

The report of the experts sent out by the British South African Co. to inquire into the reported find of coal in Rhodesia practically confirms the original statements made with regard to it. The coal field is situated some 180 miles northwest of Bulawayo, and is known to extend over at least 400 square miles. The seams vary from five to sixteen feet in width, and as the coal lies within forty feet of the surface, it will be worked by means of inclines instead of shafts. The experts declare that the coal is better than that now in use in the Transvaal, Natal and Cape Colony.

THE WESTERN RETAIL TRADE.

Mr. Paradee, of South Chicago, Ill., has nearly completed his new storage shed and pockets, which replace those destroyed last summer.

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The stock of E. R. Wheeler, the Port Huron, Mich., coal dealer, who became financially embarrassed several days ago, has been purchased by William F. Scully, of Detroit, for \$850. The accounts were not sold.

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Mr. H. D. Browning, Oskaloosa, Iowa, has practically completed arrangements whereby he will enlarge his wood and supply yard in the early spring, removing the yard from its present location, on High avenue east and Third street, to a location adjoining the B. & W. tracks, between Second and Third avenues.

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The Weir City & Western Coal Co., Wichita, Kan., has purchased of Ira E. Elliot, property on North Mosley avenue, for coal yards. It is not the intention of the Weir City Co. to move the office, on Water street, to that point, but it is to have more yardage room. The sheds and yards will be placed there as soon as possible and the company will have one of the best appointed yards in the city. Mr. Reynolds, of the company, says: "We have made the purchase because we felt that we need more room. Our business is growing and that was a favorable place for our yards. We will have a switch put in as soon as possible and will attempt to get our sheds and yards in position as soon as possible."

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The coal peddlers of Louisville, Ky., to the number of about 200, who pay a license of \$20 per year for the privilege of hawking through the streets, are up in arms against an encroachment upon their business by parties who pay the city nothing, and which at present cannot be stopped. The parties complained of are alleged coal dealers who purchase a load or two of coal at a time, put it in a shed or tumble-down structure, and then retail the coal in 5 and 10 cent lots to the people in the immediate vicinity, and deliver it through the medium of a push cart. Twenty-five or thirty of these dealers have set up in business in the thickly populated districts, and the business of the regularly licensed coal peddlers has been curtailed to a very serious extent. These dealers pay nothing to the city at all, and the licensed dealers have set up a howl louder than that they use in selling their wares. The general council has been importuned to pass an ordinance licensing these dealers, and at the next meeting Alderman Colston will introduce some sort of a measure which will put the dealers and the peddlers on an equal footing.

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By giving A. Y. Malcomson, Detroit, Mich., a contract for 1,500 tons of lump and 2,700 of pea coal, the school board saved \$150 on the lump and lost \$2,268 on the pea coal, or a net loss of \$2,118 over the bids put in by Brown & Brown. It was urged against the Browns that the coal they have been supplying was unsatisfactory, and that that was the reason it took fire in every school it was put into. The Browns reply that coal with any percentage of slack in it is liable to take fire at any time if the conditions are favorable, and that they were not responsible for the class of coal bought by the board. The board asked for pea and slack, and they contracted to supply it. Had their advice been asked they would never have recommended it. Brown & Brown want the mayor to again interpose his veto, but Secretary Chamberlin regards the incident as closed. The same contract was passed by the board two weeks ago, and was vetoed by the mayor. The vote by which the board relet the contract had the necessary two-thirds majority to make it effective, and Mr. Chamberlin does not consider it necessary to again submit the contract to the mayor.

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The first fines under the ordinance governing the sale of fuel in small quantities, passed by the city council of Chicago on November 19, were imposed by Justice Severson, December 22. Six retailers were found guilty of having in their possession and using measures for the sale of coal that had been condemned by the inspectors of the city sealer's office. The ordinance provides for a fine of from \$5 to \$50 for each offense, and the minimum fine was inflicted in each case, the magistrate warning the dealers that a repetition of the offense would cause the revocation of their licenses and the maximum penalty. Assistant City Sealer J. H. McGovern testified that the baskets used by the dealers for the sale of coal, supposed to hold a bushel, had been condemned and stamped as unfit, and the men warned to procure new measures. The regulations were established by the council as a protection to the poor, who are compelled to purchase their fuel in small quantities, and to prevent the dealer from defrauding the customer by selling coal by "the basket" instead of by the bushel. The investigations of the officials of the city sealer's department revealed that a majority of the baskets sold as a bushel contained only a little over two-thirds of that amount. The ordinance provides that all baskets used for the sale of coal must be some fraction of a bushel and be labeled as such. All that were found not to be up to the required standard were stamped "condemned." The men fined offered no defense and promised that the short weight measures would be destroyed at once.

Justice Barnard, in Equity Court No. 2, Washington, D. C., has signed a decree in the case of Gertrude G. Scott against Henry T. Wilder, declaring the partnership existing between the parties in the conduct of the coal and wood business of H. T. Wilder & Co. to have been dissolved and terminated on November 1, 1900. It is further adjudged by the court that Mrs. Scott is entitled to collect all debts due the firm and is authorized to retain all the assets. The case formerly filed by Mr. Wilder against Mrs. Scott is consolidated with the one by Mrs. Scott, and the decree is made binding in both, Mrs. Scott assuming all debts. The decree, if not appealed from, will finally settle the matters in dispute and place the business in the hands of Mrs. Scott.

THE EASTERN RETAIL TRADE.

Bridge Commissioner Shea, of New York, has awarded to G. Robitzek & Son a contract for supplying 1,570 tons of red ash coal for use on the Harlem River bridge. The price was \$5.30 per ton.

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O. C. McCray, Monson, Mass., has sold his interest in the coal business of Squire & McCray to Squire & Co. The business will in future be conducted under the firm name of the Squire Coal Co. Steam elevating and carrying machinery will be added to the plant and other improvements made.

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The Wilson Coal Co., of Montreal, P. Q., of which Mr. William Mitchell, mayor of Drummondville, is president, have quite recently installed an elevator at their depot, on the canal bank. It is the first of the kind put into operation in the Dominion. With this appliance no less than eighty tons of coal per hour can be transferred from the barges to the company's sheds.

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The new coal pocket of the Interstate Coal Co., Providence, R. I., is pronounced one of the best in New England. It is based on granite blocks, which rest upon chestnut piles, and very heavy timber was used in its construction. A portable hoisting tower rises fifty feet above the engine room, on the top of the pocket. The engine room and the tower are on wheels, and these roll on rails extending from one end of the pocket to the other. The great advantage of the portable or rolling tower is that it does away with the hauling of the vessel while the cargo is being discharged. With the old style stationary hoisting apparatus, when the coal under a hatch is exhausted the vessel has to be moved until another hatch is exactly under the hoist, and considerable delay is caused by the operation. The rolling tower can be moved so quickly that practically no time is lost. All the controlling machinery is in the engine room, where there are stationed an upright boiler and two engines, one of which winds up the fall on a drum, and the other directs the correct descent and ascent of the bucket. The Interstate bucket is an immense 62-inch clam-shell, which, on striking the coal, opens automatically and picks up 2,240 pounds. The expert operators of the Rawson & Morrison Manufacturing Co., of Cambridgeport, Mass., who are putting in the plant, can hoist six tubs of hard coal a minute. Four tubs a minute is ordinary work. The claim is made that this machinery will discharge hard coal at an expense of three cents a ton, soft coal at 6 cents. An ingenious arrangement has been placed on the top of the pocket for distributing the coal into the various bins. A cable railway runs around the top of the pocket, passing under the hopper into which the clam-shell dumps its coal. The cars run rapidly around this oval track. They are so constructed that they will dump instantly, and it is not necessary to make any stop at all to unload them. A tripper is placed on the track over the pocket being filled, and the cars reaching that point, dump and immediately return to the hopper for another load. John H. Proctor & Co., of Boston, are the builders of the tower and cable railway.

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The new Grand Trunk coal pockets are going in almost full blast at the present time, writes a Portland, Me., correspondent. This week the steamship Turret Bell was being unloaded at a great rate while the Turret Crown lay in the stream with about 3,000 tons more on board waiting her turn to come in under the scoops. Very few people have visited the coal pockets since they have been under construction, because they are in such an out of the way place, and so hard to reach. As is well known, they are situated between heaven and earth, so to speak, having been built on a pile foundation alongside the Grand Trunk bridge, which connects the city of Portland proper with East Deering. The fill began on the edge of the draw opening on the Deering side and continued back for 700 feet. The pockets themselves are in the form of a building similar to the Randall & McAllister establishment, with which everyone who has ever gone to the islands is familiar, with this exception. The Randall & McAllister coal pockets are only two tracks wide while this new one is three tracks wide, with room for another track on each side in addition. There are four hoisters each with one bucket. The interior arrangement of the establishment is exactly similar to all of the other coal pockets, a series of great bins into which the coal is dumped by the scoops and from which it is shot into cars by means of a row of iron chutes running down the outside. At the present time the establishment is not entirely complete as the sheet iron chutes are not all in place, their places being taken by some temporary affairs that are all right for loading box cars, but which will not do the trick just right in the case of open coal cars, such as are generally used for the purpose. A double line of box cars was standing outside the pockets the day your correspondent visited the pockets, into which the coal was being dumped at the rate of about 1,500 tons for the day, while gangs of men were at work trimming the coal over into the corners of the cars, and other gangs of men were at work putting up screens of wood inside the doors of the cars to provide against the coal falling out in transit. The boiler house, which furnishes the steam for this establishment, is located on the opposite side of the main track and is of wood, like the pockets themselves. It contains two immense boilers of the horizontal type with pumps and other necessary fittings for generating steam, which is piped across under the track and supplied to the hoisters, each of which is independent and runs by itself regardless of whether the other three are in use or not. A large gang of carpenters are at work putting up railings, nailing down stairs and doing the hundred and one odd jobs that have not yet been attended to in the rush of preparing for the reception of coal. The employees of the Westbrook Electric Light Co. were also hard at work putting up arc lights for the purpose of throwing much needed illumination on the south side during night hours. The work of discharging the Turret Bell was begun in the morning and by nightfall 1,900 tons had been discharged. Customs Inspector Sargent was on duty to weigh the coal out, as it is of foreign origin. It should be understood that the coal received here is intended for transit by the Grand Trunk and is promptly put on the line and sent away as soon as it comes ashore and can be shot into cars.

WESTERN COAL AND COKE NOTES.

The shaft of the new mine is now down to the coal at Leavenworth, Kan.

Some Springfield, Ill., men are about to sink shafts at Womac and Comer, that state.

A coal company at Ottumwa, Iowa, has increased its capital from \$125,000 to \$175,000.

The Parke County Coal Co., Rosedale, Ind., has purchased a good-sized block of new coal land.

A good quality of lignite coal has been discovered at Petaluma, Cal. On testing, it burned well, with no clinkers and but little ash.

Prospectors for coal at Granville, near Wenona, Ill., have located a five-foot vein of coal on the Three I. R. R. The quality is said to be good.

The Christian County Coal Co., Taylorville, Ill., has struck an eight-foot vein of coal at a depth of 445 feet, which is the thickest so far discovered in central Illinois.

The hoisting engineers at Linton, Ind., last week, became members of the coal miners' union and operations have been resumed. Some 1,500 men and boys were affected.

At Santa Rosa, Cal., the Sonoma-Pacific Coal Co., recently organized, has commenced to sink a shaft just outside the city limits. C. F. Frost is manager of the company.

The coal operators of Warrick and Vanderburg counties, Indiana, want a sub-district and more independent organization to be perfected before considering a new scale of wages in January, 1901.

A new coal field has been discovered in eastern Pinal county, near Dudleyville, Ariz., where 300 acres of good coal land have been located by N. H. Mellor. The coal is of good quality and lies in horizontal veins.

There is high authority for the statement that the Nehalem Bay coal is the best found on the Pacific coast. It is estimated that more than 10,000,000 tons lies ready for mining, and that the coal can be laid down in Portland for less than \$2.50 per ton.

A new corporation is the Cock Coal Co., Helena, Mont.; capital, \$150,000.

The Des Moines (Iowa) Leader says: "J. M. Christy, president of the Christy Coal Co., has perfected a machine for loading coal into box cars without shoveling, and has arranged for its manufacture in Des Moines under patents granted this year."

Ralph Hyde Chick, who has been with Thompson & Fontaine, Oakland street contractors, has accepted the position of assistant general sales agent of the Tesla Coal Co., at Stockton, Cal., under H. H. Griffith. Mr. Chick will make Stockton his headquarters.

On Siebert and McDonald creeks, east of Port Angeles, Wash., drilling for coal is progressing, and, from analyses recently made, it carries a higher per cent of carbon than any yet found on the Pacific coast in United States territory. The second drill hole is now down 1,327 feet.

The Evans coal lands, two miles north of Paris, Mo., have been sold to a syndicate of capitalists in Topeka, Kan.—S. S. Ott, A. J. Johnson, F. R. Lindsay and others. There are 1,421 acres of the land, on which are two shafts. The vein is from five to seven feet thick, and the quality of the coal is excellent.

The coal mines at Higby, near Sheridan, Wyo., are shipping about seventy cars a day and are away behind on orders. The recent order of the Burlington for several hundred carloads daily for consumption by locomotives after the first of the year will necessitate the employment of from 1,500 to 2,000 men.

The board of managers of the State Bureau of Geology and Mines of Missouri has signed a contract with the Sullivan Machine Co., Chicago, to bore to a depth of 2,500 feet deep with a diamond-core drill on the farm of W. F. Davis, in Holt county, near Forest City, for coal and salt, and possibly oil or gas.

At Red Lodge, Mont., U. B. Nutting, county commissioner, is developing a vein of coal in the city limits. He has driven a tunnel forty feet into the hill. The vein of coal is at present about seven feet wide and seems to be improving the farther it is developed. The dip of the vein is greater than any of those in the Rocky Fork mine, and if it is ever worked will go to a greater depth than any in that mine.

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EASTERN COAL AND COKE NOTES.

The Leetonia Coal Co. is pushing the work on their new mines, west of Lisbon, Ohio.

The Girard breaker, at Mt. Carmel, Pa., is to remodeled and improved in the very near future.

The Lisbon Coal Co., operating mines northwest of Lisbon, Ohio, has increased its capital from \$20,000 to \$50,000.

Some 16,000 acres of coal land are being purchased in Greene County, Pennsylvania, by Pittsburg and Brownsville parties.

At Lynn, Mass., near Boston, a fire did considerable damage to the wharf of Sprague & Breed, Dec. 18. The loss will aggregate about \$1,000.

The New York, Ontario & Western railroad has acquired by purchase, a number of anthracite properties in Pennsylvania, which will increase their tonnage by 2,000,000 tons.

Drilling for coal has been carried on extensively at Wilmot, near Toledo, Ohio, though its development will depend largely upon the course the proposed new railway will be given.

A new coal road has been projected by the Pennsylvania railroad which will tap the coal mines in the eastern part of Mercer county, Pennsylvania. The new line will be seventeen miles long.

Superintendent J. E. Jorden, who has charge of the Mullins Coal Co.'s new mine at West Lebanon, Ohio, says that coal will be shipped therefrom over the new railway about the middle of January.

A new Pennsylvania corporation is the Lucesco Coal Co., Greensburg; capital, \$100,000. Directors, J. R. Eisaman, J. Howard Patton, L. B. Huff, Henry W. Coulter, Greensburg; Robert Pitcairn Jr., Pittsburg.

The Ridgway Burton Co., Massillon, Ohio, will soon open a coal mine on the Conrad farm, two miles out of town. Machinery and other tools are being taken to the place preparatory to the sinking of the shaft.

The New Jersey By-Products Coke Co. has been incorporated in Jersey City, N. J., with a capital stock of \$2,500,000, to manufacture coke, gas, etc. It is similar in its provisions to the New England Gas & Coke Co., of Boston, Mass.

A serious cave-in at the Ravine mine, of the Pennsylvania Coal Co., Pittston, caused the principal street of that town to partially sink into the workings, owing to improperly robbing pillars, without leaving sufficient support to the roof.

A new corporation is the Fairview Coal Mining Co., Philadelphia; capital, \$5,000,000; incorporators, C. F. King, Pottsville; F. H. Clements, New York; T. A. Shoemaker, Bellefonte; J. L. Mitchell, Gallitzin; C. V. Bergh, Philadelphia.

The Umberger coal mine, near Somerset, Pa., has been purchased by Pittsburg parties who will equip the mine with modern mining machinery and greatly increase the output. The mining and surface rights—about thirty-six acres—were included in the deal.

The Staples Coal Co., Taunton, Mass., has under construction at Bath, Me., eight huge barges and a sea-going tug. Some of these barges will carry 3,000 tons of coal, and can be manned by a crew of four men. The Staples Coal Co.'s fleet at present numbers about forty-five barges and five powerful tugs.

The Victoria Coal & Coke Co., which is controlled by the Empire Steel & Iron Co., has declared a semi-annual dividend of 6 per cent on its preferred and an annual dividend of 10 per cent on its common stock, both payable January 2 to stock of record December 22. Books close December 22 and reopen January 3.

Randall Wehr, night engineer at the shaft of the Evans Coal Co., Columbus, Ohio, fell 150 feet to the bottom of the shaft, and miraculously escaped alive. Wehr, who is twenty-two years old, was working around the top of the shaft, when he slipped and an instant later was lying at the bottom. Though badly bruised, he was conscious, able to explain how the accident occurred and has an even chance for recovery.

The Lehigh Coal & Navigation Co. is jubilant over the fact that the fire in the celebrated burning mine at Summit hill, which started forty-two years ago, is now under control, and it is said that the next two years will see its extinguishment. The fire, which has consumed about thirty-five acres of the finest coal land in the anthracite coal region, has moved westward toward Lansford. The immense drilling machines, which have been constantly probing for the fire, have now honeycombed the earth to the west of the burning portion. Culm is being poured into these holes and a solid mass will thus confront the fire.

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SOUTHERN COAL AND COKE NOTES.

The Standard Coal Co. has begun sinking a coal shaft near Strason station, Tex.

Fairmont, W. Va., is undoubtedly the State's coal center, as shown by the large tonnage shipped.

A correspondent at Austin, Tex., says there is a big demand throughout the state for convict laborers to work in coal mines.

The new coal mines at Rufner's, five miles below Petros, Tenn., are having great improvements and extensions made to them.

M. L. Morrison, a Chattanooga man, has discovered rich deposits of coal on his property, on Walden's Ridge, Hancock county, Tenn., which he will develop.

As a mining producing center Garrett county, Maryland, is forging ahead. The Offutt coal mine, near Oakland, is being worked to its full capacity.

A vein of thirty-foot coal is said to have been uncovered on Sycamore creek, Claiborne county, Ky., which will be developed by the Virginia Iron, Coal & Coke Co.

There is a scarcity of coal around Birmingham, Ala., and railroads are clamoring for it and urging the coal operators, with whom they made contracts, to come to the scratch.

Four miles north of Pineville, and near Middlesboro, Ky., the Black Diamond is building a narrow gauge railroad to its mines, which will be operated on an extensive scale.

The Riverdale Coal Co., Fairmont, W. Va., has sold its plant, near Shinnston, to the Hocking Valley Coal Co., of Columbus, who will greatly enlarge the plant and secure a foothold in this region.

A new Texas corporation is the Mala Suerte Mining Co., of Llano; capital stock, \$30,000, to mine coal. Incorporated by A. C. Seryver, of San Antonio, Frederick Opp and Charles L. Lauderdale, of Llano.

At Piedmont, W. Va., Pennsylvanians have closed a deal for 2,000 acres of coal land on Jones' run, Harrison county, paying \$15 per acre. This land is very valuable and lies only two miles from the Short Line railroad.

W. P. Hurst, Scottdale, Pa., is preparing to open mines at Jonestown, three miles north of Bellington, W. Va., on the C. C. Craig and James A. Brown farms, comprising 350 acres, the coal under which he has purchased.

The Wave, of Enid, Okla., says: "The Red Rock Coal Mining Co. is sinking a 4x6 foot shaft to the coal at a depth of 2,015 feet. The vein ranges from four to six feet thick, and its quality is excellent. The coal will be reached by January 15, 1901."

Senator Elkins, who owns large areas of coal lands along the line of the M. & K. R. R., in West Virginia, is now testing with a 2½-inch core diamond drill. He will open mines and build a large coal-mining plant there if the findings of the drill are satisfactory.

The Galloway Coal Co., Birmingham, Ala., has, through a purchase and lease secured 2,000 acres of coal lands in Bibb county, between Ardella and Gurney, on what is known as Daly's creek. Two seams of coal will be worked, and it is intended to put in a slope and two drifts.

The Alabama coal mines have enjoyed the most active demand in their history for two years and more, not a day occurring during that time when the supply exceeded the demand, and the present status has frequently existed, in spite of the scores of new mines that have been opened.

The Commonwealth Coal Co., Baltimore, Md., has been chartered, with a subscribed capital of \$1,000, to be increased to \$500,000. The incorporators are Edward Dennis, of Sing Sing, N. Y.; Henry C. Kilmer, Hance W. Reed, Edgar B. Browning and William D. Allen, all of Baltimore.

In Ohio county, West Virginia, a coal land deal was consummated last week which is said to be the largest on record, both in consideration and acreage. The coal under 6,250 acres in Richland was bought by W. M. Dunlap for \$181,953.76, who conveyed the property to J. V. Thompson, Union, Pa.

The largest coal deal ever made in Harrison county, West Virginia, will be closed in a few days. The territory comprises 12,000 acres, or nineteen square miles, lying around Salem. The purchasers are James E. Brown, of Uniontown, and Alfred J. Cochran, of Dawson, who will pay \$842,000 for the entire tract.

The Laurel Coal Co. has been organized at Grafton, W. Va., with a capital stock of \$10,000; incorporators, William A. Brydon and Bernard S. Brydon, of Bloomington, Md.; William Schley Brydon, of Philippi, W. Va.; Benjamin F. Bradenbaugh, of Simpson, W. Va., and Taylor Morrison, of Westernport, Md.

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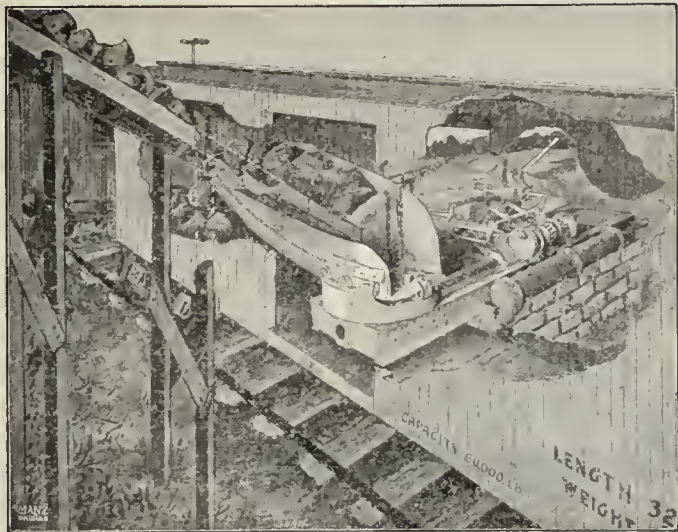
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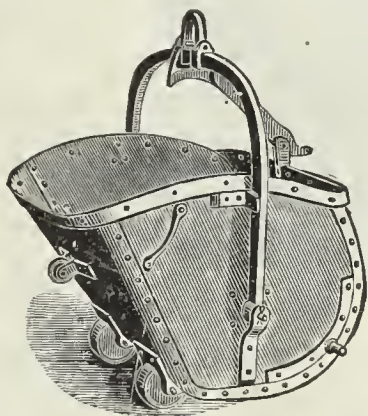
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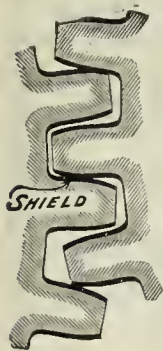
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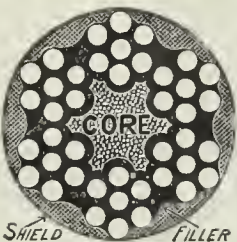
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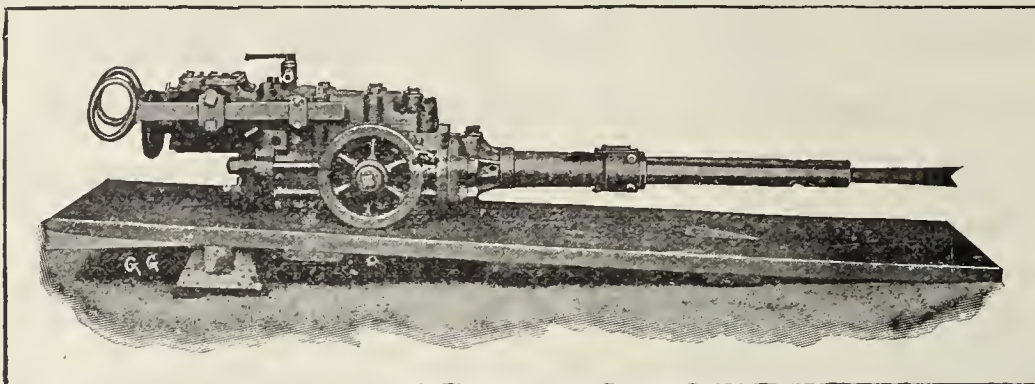
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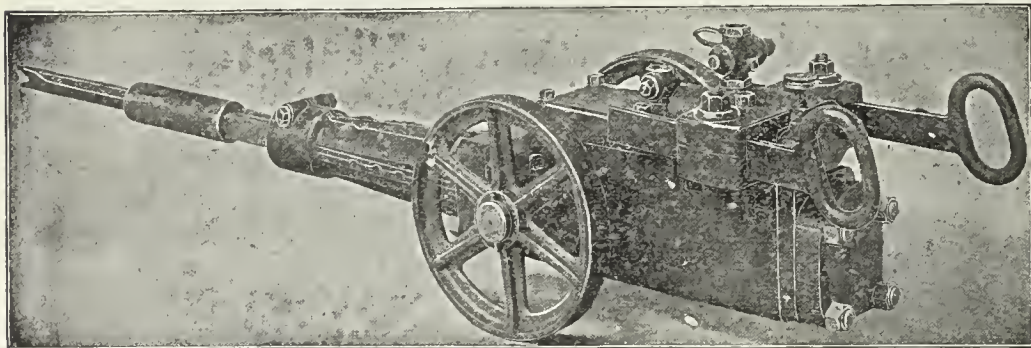
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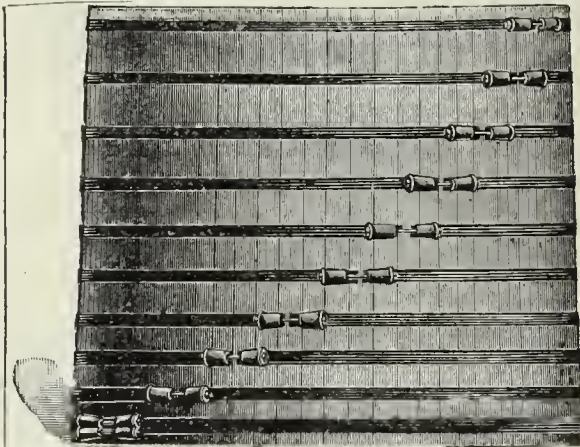
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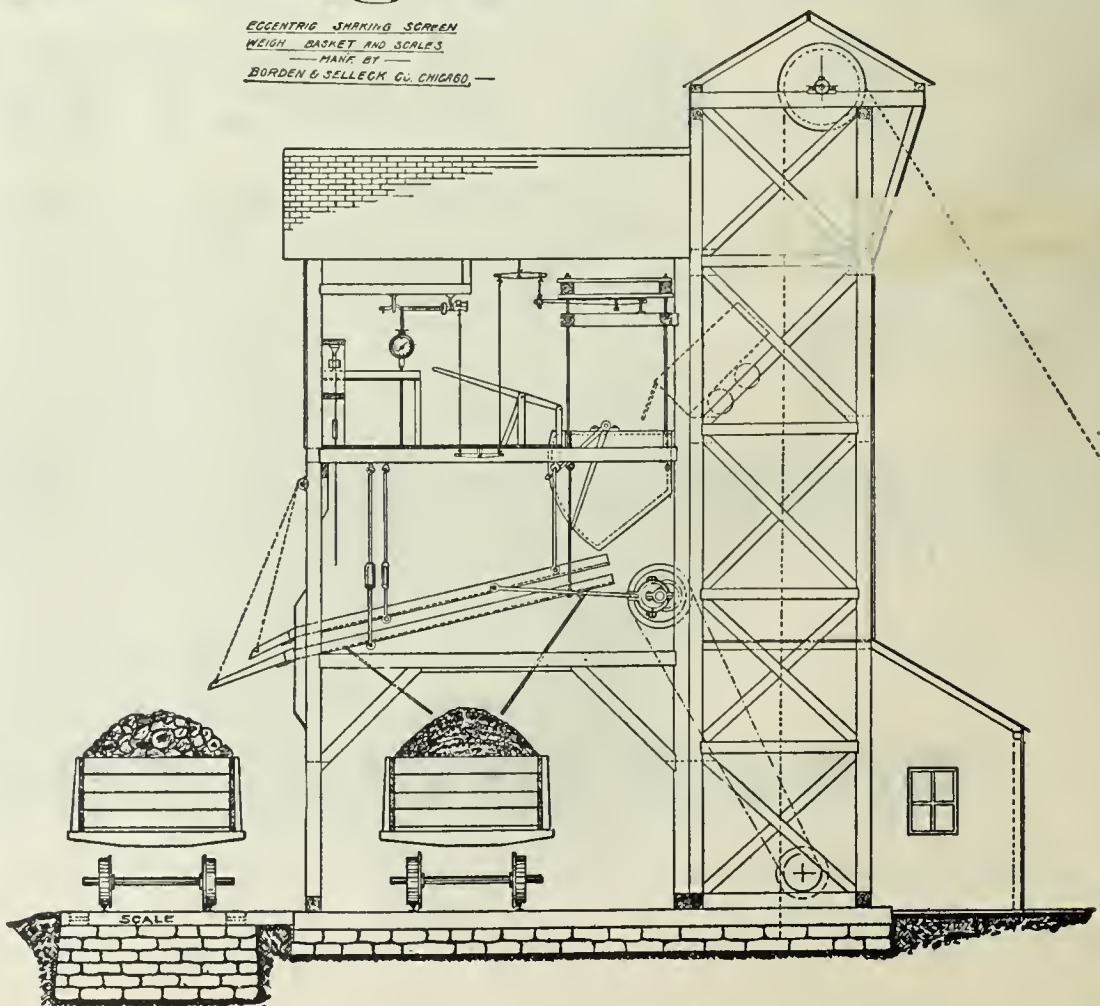
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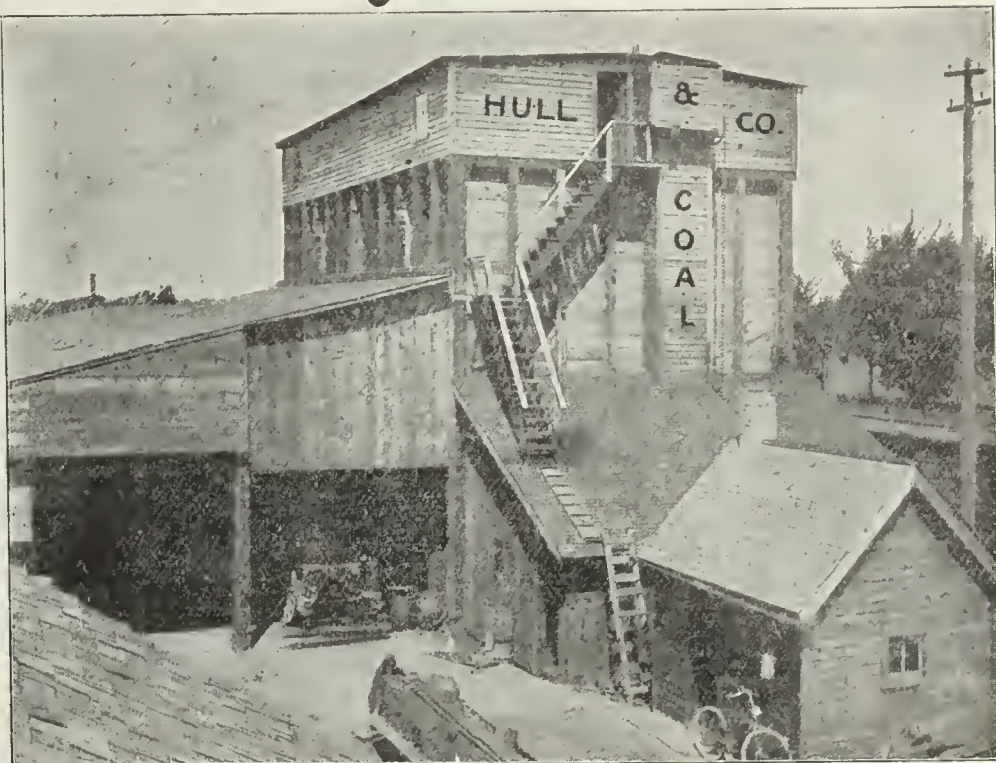
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Are Built to Gauge on the Duplicate-Part System,
Quick Delivery Assured.



STANDARD FOR QUALITY AND DUTY.

Especially Adapted for

Mines, Furnaces & Coal Yards,

Engineers' and

Builders' Use.

16,000 in Use.

Send for Latest Catalogue.

Lidgerwood Mfg. Co.

Old Colony Bldg., Van Buren & Dearborn Sts., Chicago.

96 Liberty Street, NEW YORK.

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410 Canal St., NEW ORLEANS.

125 Water St., PITTSBURG.

15 N. 7th St., PHILADELPHIA.

Williamson Bldg., CLEVELAND, O.

40 First St., PORTLAND, ORE.

Prudential Bldg., ATLANTA

The Coal Man's Advertising Assister

is a 36 page journal that will prove decidedly interesting to every man in the coal business—as its name indicates, it helps and assists him in his advertising. Of special value to retail coal dealers who advertise in the newspapers.

Subscription Price, \$1.50 per year. Specimen Copy Free.

O'GARA, KING & CO., Coal Shippers, Chicago, say "Your journal is a good thing."

VIRGINIA IRON, COAL & COKE CO., Norfolk, Va.: "The journal fills a want that has been long felt by every coal man."

ALEX. V. MALCOMSON, Detroit, Mich.: "Valuable, useful and interesting."

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Address,

The Coal Man's Advertising Assister

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CHICAGO.

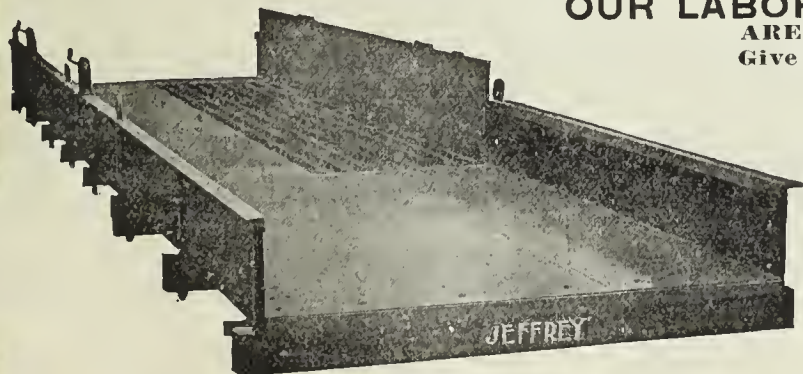
JEFFREY ELEVATING...COAL HANDLING MACHINERY

CONVEYING...COAL WASHING.

OUR LABOR SAVING APPLIANCES

ARE GOOD INVESTMENTS.

Give us a trial,



JEFFREY LUMP SCREEN.

Coal Screens.

Coal Crushers.

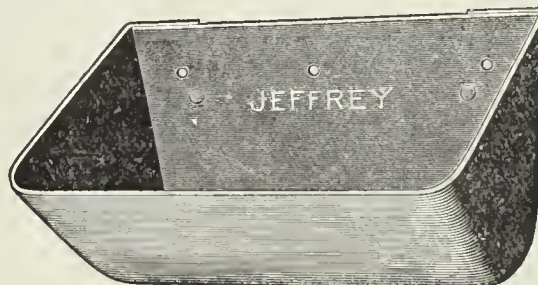
Coal Washers.

Spiral Conveyors.

Columbian Separators.

Elevator Buckets.

JEFFREY MANUFACTURING COMPANY,



STANDARD RE BUCKET.

Chains—all styles,

Elevator Boots.

Elevator Buckets.

Sprocket Wheels.

Cable Conveyors.

Elevator Bolts.

COLUMBUS, OHIO, U. S. A.

Western Branch,
DENVER, COL.

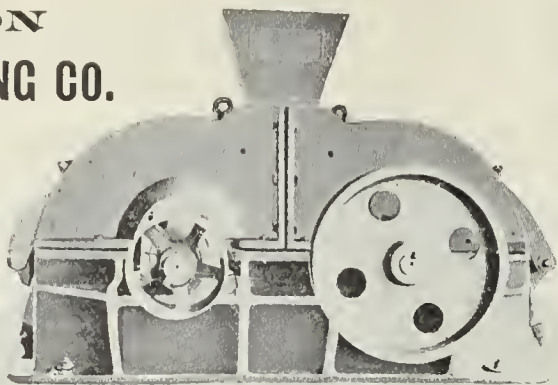
BUCKETS
OF ANY SIZE, SHAPE
OR STRENGTH
MADE TO ORDER.

Send
For
Catalogue

SIMPSON MANUFACTURING CO.

Manufacturers of
Coal Crushers,
Coal Conveyors, Etc

Chicago Offices:
95 Dearborn St.
Factory:
Winthrop Harbor, Ill.



BRATTICE CLOTH

CUT ANY WIDTH

COAL BAGS BLANKETS
HORSE COVERS

Coal Dealers' Supplies

WE CARRY A LARGE STOCK OF

Screens, Steel Shutes, Baskets, Canvas
Bags, Forks, Shovels and Barrows

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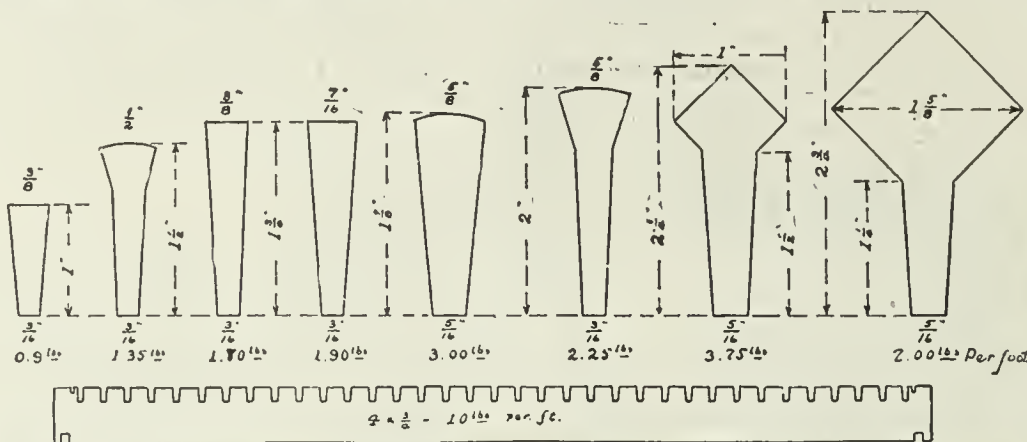
THE GILBERT & BENNETT MFG. CO

Georgetown, Conn. 153 Lake St. Chicago 44 Cliff St. New York

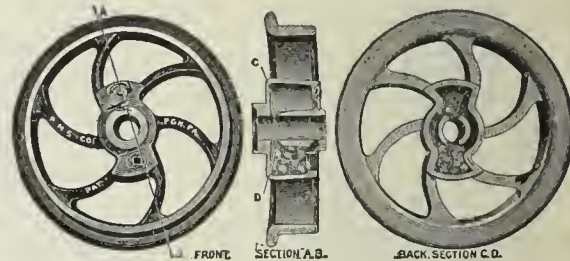
PHILLIPS MINE SUPPLY CO., - - Pittsburg, Pa.

Manufacturers of Coal and Coke Works Equipment.

STEEL
SCREEN
BARS.
ALL
SIZES
IN
STOCK.



Patent Waste-Packed
Car Wheels.



LET US SUBMIT PLANS AND ESTIMATES.

ROBINS BELT CONVEYORS

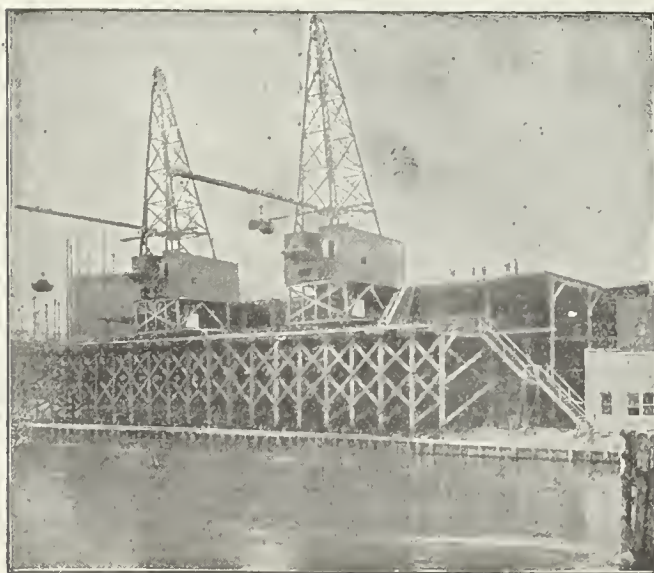
At Paris Received the Only

GRAND PRIX

Awarded for Conveying Machinery.

Send for Illustrated Catalogue.

ROBINS CONVEYING BELT CO., - Park Row Bldg., N.Y.



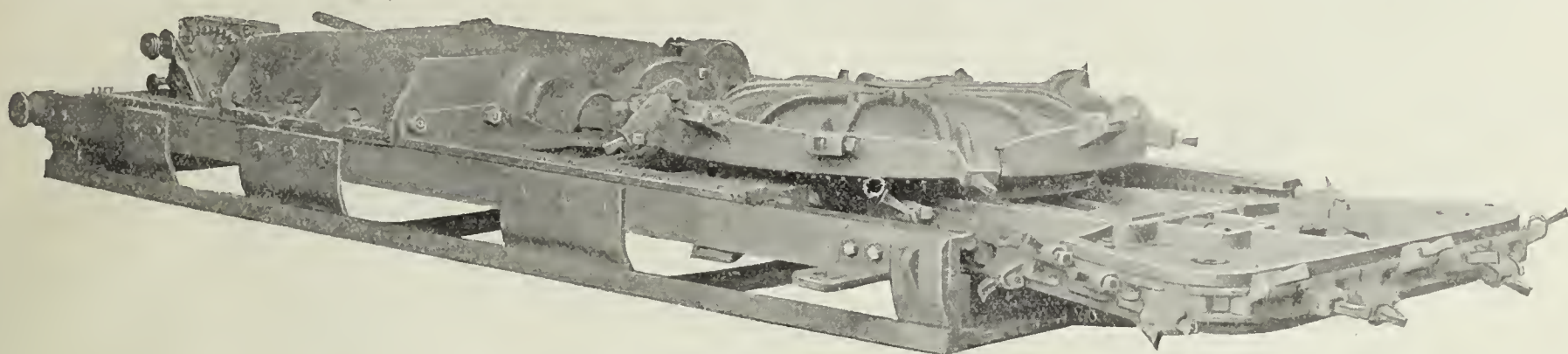
3700 Tons from Steamer; 14 hours work.

COAL HANDLING MACHINERY.

JOHN A. MEAD MFG. CO., 1 Broadway, NEW YORK.

The two towers shown in cut were erected by us in 1897 for Messrs. E. L. HEDSTROM & CO. They recently hoisted 3700 tons in 14 hours work; height of hoist 80 feet. The coal is taken from the towers by 9 automatic railways. We have erected similar plants for the GEO. LILL COAL CO., and Messrs. O. S. RICHARDSON & CO., and have in course of construction two plants for the PHILA. & READING COAL & IRON CO., at Chicago and West Superior. Write for Catalog of Cable Railway, Automatic Railways, Conveyors, Etc., Etc.

An Innovation in Mining Machinery.



The "Slade-Hopkins" Coal Blocking and Mining Machine.

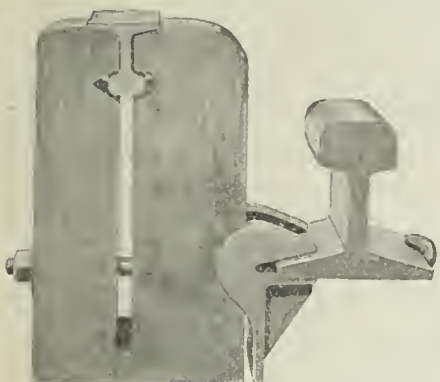
Blocks when mining, **making better coal.**

Largest drive sprocket, prolonging life of chain.

Shortest cutter chain thus **fewest wearing parts.**

Shortest, lowest and best thin vein **machine**

made. Quickest cutter part detaching mechanism. Material and workmanship the best. Highest degree of efficiency as a result of years of experience. All parts easy of access. Perfect insulation. Economical of operation.



Slade Third Rail Insulator.

We Build
Engines,
Boilers,
Dynamos,
Motors,
Mining Machines,
Locomotives,
LARRY MOTORS,
Pumps, and furnish
complete
equipments for their
installation.
WE INVITE YOUR INQUIRIES.

Unnecessary to lift bottom or shoot top with "Slade" System of gathering from rooms. The Mule Eliminated.

Our Electric Locomotives

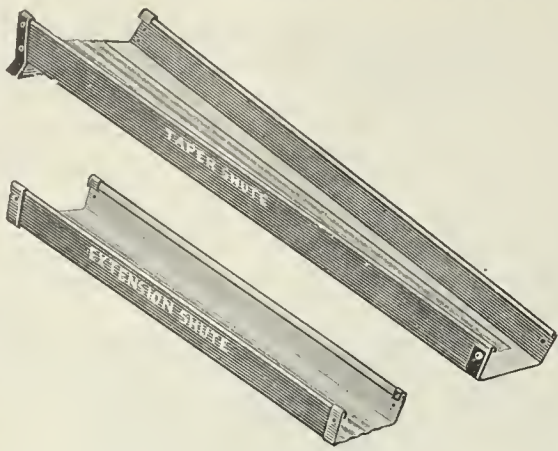
are Built for Service.



ERIE CITY IRON WORKS,

Mining Department.

ERIE, PA., U. S. A.



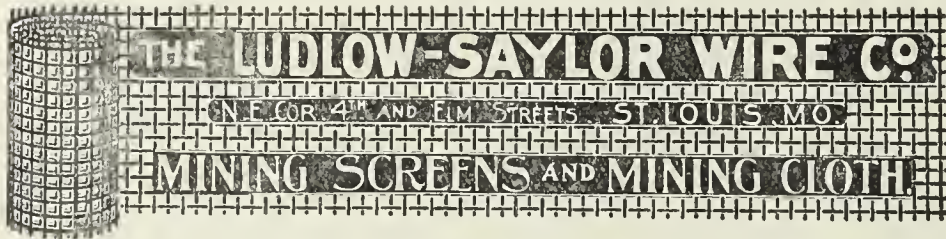
Quality the True Test
- - of Cheapness.

Let us quote you figures on steel wagon box bottoms, coal bags, scoops, shovels, forks, baskets, pinch bars, wheelbarrows, wire cloth, and coal shutes and screens. We make a specialty of the manufacture of coal shutes and screens of every description. All inquiries cheerfully answered and all orders given prompt and careful attention.

Your Favors are Solicited. Send for Descriptive Circular.

SACKETT SCREEN CO. - Fredonia, N. Y.

Furnisher of Coal Yard Supplies to the Coal Trade.



N. E. Cor. Fourth and Elm Sts. ST. LOUIS, MO

Want Column

OF



Advertisements under this head cost four cents per word, 25 cents per line for one insertion; a fraction of a line will be counted as a full line. If an order is given for four insertions, a discount of 20 per cent. will be allowed.

WANTED—For a buyer, a large tract of coal land, West Virginia preferred. Would invest \$1,000,000. Address Jos. R. Putnam, Portland Block, Chicago.

WANTED—The address of parties who would like to save money in the purchase of mining and conveying machinery. Let me know just what you want and I can tell you just what it will cost. Address

BOX 26,
Care of Black Diamond.

MINE FOR SALE—The Kausas City Coal Mine, 1 mile west of Petersburg, Ill., on the C. & A. R. R., together with 280 acres of land underlaid with a six-foot vein of fine steam coal. The capacity is 1500 to 2000 tons, and the present output 700 to 800 tons daily. Water good and plentiful. Shaft and top works modern construction. It will pay to investigate. Address Box 55
Care of Black Diamond.

FOR SALE—Hoisting Engines. Cylinders 10x16. Drum 6 ft. diameter. Engines in perfect order; have been recently overhauled. Will make special price, as they are being replaced with new ones. Capacity of engines 1000 tons per day. Address THE JONES & ADAMS CO., 355 Dearborn St., Chicago.

FOR SALE—Two Steam Diamond Drills for less than one-half their cost. Address BOX 18, Care Black Diamond.

WANTED—Situation as weighmaster on dock or in rail yard. Ten year's experience. Holds some city trade. Box 15, care Black Diamond.

WANTED—Experienced superintendent for coal mine in Kentucky. Address, Box 52, care Black Diamond.

FOR SALE—6,000 acres of coal land in Alabama. Finest coking coal. Will sell the whole tract or divide it, for speculation or development. Box L. 15, care Black Diamond.



C. L. STUEBNER,

Successor to STUEBNER & WOODS,

MANUFACTURERS OF

SELF DUMPING

Steel and Iron Hoisting Tubs



Side and Bottom Dump
COAL ELEVATORS,
IRON WHEELBARROWS,
HOISTING BLOCKS,

Bottom Dumping Tubs for Coaling
Locomotives, Etc.

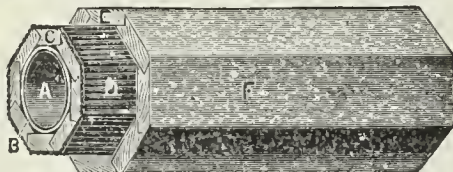
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LONG ISLAND CITY, - - - NEW YORK.

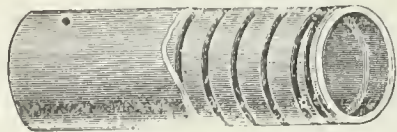
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FOR UNDERGROUND STEAM PIPES.

- A—Tin Lining.
- B—Asbestos.
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For Coal and Iron Mines,
Coke Works and General
Water Supply.

ACID PROOF.

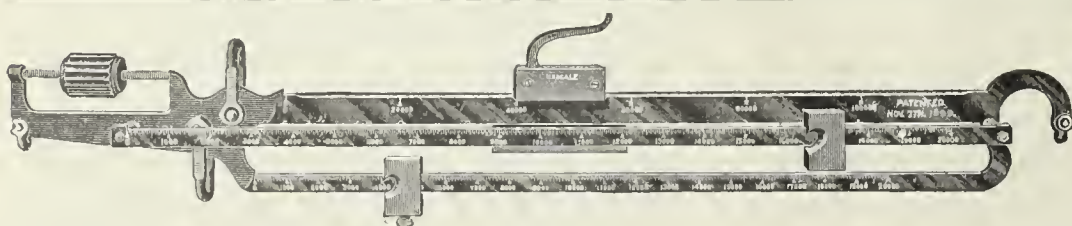
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No. 110 East Chemung Place,

ELMIRA, N. Y.

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When Writing Advertisers.



Scales for all purposes. The BEST IMPROVED and MOST DURABLE Railroad Track, Wagon and Mine Scales Made. Send for circulars, prices and references before buying. It will pay you to investigate this.

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All sizes Railroad Track Scales in stock.

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TERRE HAUTE, INDIANA

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ILLINOIS CENTRAL R. R.

Runs Two Solid Vestibule Trains Daily.

DIAMOND SPECIAL Night Train DAYLIGHT SPECIAL Day Train

between Chicago and St. Louis.

Free Reclining Chair Cars, Parlor-Cafe Cars, Pullman Buffet Open and Compartment Sleeping Cars. See that your ticket between Chicago and St. Louis Reads via Illinois Central Railroad. It can be obtained of your local ticket agent.

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—VIA—

The Overland Limited.

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Buffet, Smoking, Library and Dining Cars. Palace Drawing Room Sleeping Cars through to San Francisco without change. Through Tourist Sleeping Cars to California and Oregon.

Chicago Ticket Office:

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Chicago & Northwestern Railway.

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MINERS AND SHIPPERS OF
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SCRANTON COAL

No. 1 BROADWAY (Room 194), NEW YORK

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Parrish, Phillips & Co.,

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THE BLACK DIAMOND is the official organ of the coal trade, and every Saturday it goes into the offices of the coal mine operators, mine managers, mine superintendents, shippers and dealers of the United States and Canada. It is the mouth-piece and authoritative exponent of the coal industry. If you wish to sell the coal trade, you can do so by an advertisement in THE BLACK DIAMOND. Advertising rates made known on application.

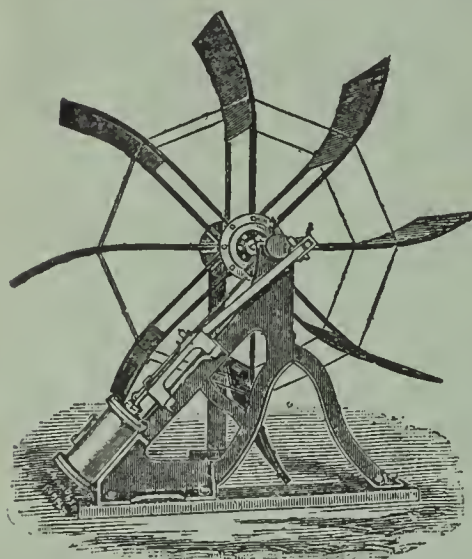
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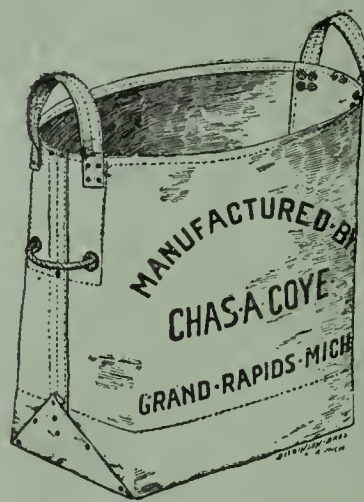
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FOR CLEANING AND SIZING
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THE HARRINGTON & KING PERFORATING CO.
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Manufacturer of

COAL BAGS,

Horse and Wagon Covers, Teamsters' Canvas, Leather and Oiled Clothing.

Prices on Application.

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Grand Rapids, Mich.

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STEEL or BRONZE
SPECIALLY IMPROVED
SCREENS FOR CLEANING AND
SIZING COAL AND COKE, FOR
SHAKING AND REVOLVING
SCREENS.

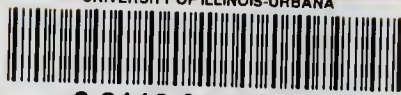
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